

# CHAMPAGNE

MOET & CHANDON'S  
DUX IMPERIAL... 1 Doz. Quarts 35/-  
As supplied to  
H.M. KING EDWARD VII.  
SOLE AGENTS—  
**H. PRICE & CO.,**  
12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

## CLUB WHISKY

THE BEST VALUE ON THE  
MARKET.

For Doz. ... \$15

**H. PRICE & CO.,**  
12, Queen's Road.

No. 14,049

號九千肆百零四第

日陸初月叁年亥十二緒光

HONGKONG, FRIDAY, APRIL 3RD, 1903

伍拜禮

號叁月肆年叁零百九千壹英港香

PRICE, \$3 PER MONTH

## THE BEST BRANDS OF MANILA CIGARS

ARE SOLD BY  
**A. S. WATSON & CO.**  
LIMITED,  
CIGAR MERCHANTS.

ESTABLISHED 1841.

**CUTLER, PALMER  
& CO.'S**

PRICE \$11.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
**SIEMSEN & CO., Hongkong.**

## HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

### TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.  
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.  
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.  
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.  
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

NIGHT CARS.  
8.45 p.m. & 9 p.m. ... 8.45 to 11.15 p.m., very 1 hour.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.  
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.  
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.  
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.  
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a First-class Machine, and the above  
Establishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in Second-hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a Speciality.  
**McKIRDY & CO.**  
45 & 47, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901. [a254]

## MACLAREN'S IMPERIAL CANADIAN CHEESE, IN JARS (MEDIUM and SMALL).

Wholesale and Retail from  
**LANE, CRAWFORD & CO.,**  
SOLE AGENTS.  
Hongkong, 22nd October, 1902. [a20]

## GREEN ISLAND CEMENT COMPANY. PORTLAND CEMENT.

In Casks of 57 lbs. net \$5.50 per Cask ex Factory.  
In Bags of 250 lbs. net \$3.40 per Bag ex Factory.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 1st April, 1903. [a3281]

## CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.  
Absolutely Smokeless and Water-resisting.  
THE BEST NITRO-POWDER IN THE WORLD.  
PRICE OF 12-BORE CARTRIDGES—  
Loaded with ... With Powder  
Powder only, and 1 of Shot  
Primrose Cases ... \$2.25 ... \$8.00  
Fegamoid Cases ... 6.35 ... 8.50  
Ejector Brass Cases 7.50 ... 9.25  
Apply to  
**WM. SCHMIDT & CO.,**  
Gunmakers,  
Hongkong.  
Hongkong, 3rd July, 1902. [a165]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**  
\$25 PER DOZ.  
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.  
Less old than the above.

**IMPERIAL BRANDY**  
\$12.50 PER CASE.

**THE ELITE OF WHISKY—  
THE "PALL MALL,"**  
\$22 PER DOZ.  
11 Years old the finest quality shipped.  
Each bottle bears an Analyst's certificate.

**O. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,**  
\$11.75 PER DOZ.  
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

**O. P. & Co.'s INVALIDS' PORT**  
\$22 PER DOZ.  
This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.

**DOURO PORT,**  
\$15.75 PER DOZ.  
A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
\$22 PER DOZ.

**LA TORRE SHERRY,**  
\$18.50 PER DOZ.  
A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—  
D.O.M.,**  
\$43.75 PER DOZ. QUARTS.  
\$45.50 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

## COTTAM & CO. FIRST-CLASS OUTFITTERS.

### SHIRTS.

WHITE, PRINT, ZEPHYR, AND MATT SHIRTS.  
SMART DESIGNS. STYLISH FINISH.

## NOTICE!!!

### GENUINE FIRST HAND PLANOS

BY THE FOLLOWING LEADING MANUFACTURERS:  
**COLLARD & COLLARD, BROADWOOD,  
STEINWAY, DORNER, AND CHALLEN.**

CAN ONLY BE OBTAINED FROM  
**LANE, CRAWFORD & CO.**

THEIR SOLE AGENTS IN HONGKONG.  
N.B.—In consequence of the NUMEROUS FRAUDS practised on the Public by Makers  
of COUNTERFEIT PIANOFORTES forging the names of the well-known firm of  
COLLARD & COLLARD upon them, the latter have adopted the precaution of supplying  
each Piano with a CERTIFICATE of AUTHENTICITY Signed by their Firm, and it is  
sincerely requested that purchasers TO AVOID imposition will BEFORE PURCHASING  
insist on its production, and satisfy themselves that the number and description of the instru-  
ment correspond with the particulars in the Certificate.

**LANE, CRAWFORD & CO.**

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

**SIEMSEN & CO.**  
SOLE AGENTS.

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.  
NEW BOOKS AND NEW EDITIONS.  
**DAVID HARUM, VERY POPULAR**  
BOOK ... \$0.45  
The Nation's Pictures: a Selection from  
the Finest Modern Paintings in the  
Public Picture Galleries Reproduced  
in Colour ... each 0.50  
My Reminiscences of the Anglo-Boer  
War, by General Bea Vrijzen ... 6.50  
Memoirs of Paul Kruger ... 10.50  
The Scottish Clans and Tartans ... 4.25  
The Man with a White Face ... 1.75  
Seward for the Fox ... 1.75  
Dog Cresses, by Ballantyne ... 0.45  
The Fatal Legacy ... 1.75  
The Promotion of Admiral  
Hassell's Annual ... 2.10  
Whitaker's Almanack  
Her Royal Highness's Women, by Max  
O'Rell ... 3.00  
How to Make a Dynamo, by Crofts ... 1.75  
Racquets, Tennis and Squash, by Miles ... 4.25  
Athletics, by Thomas ... 4.25  
Infantry Training ... 0.90



## AMERICAN RYE WHISKY.

"HIGH BALL KENTUCKY  
RYE"

SOLE AGENTS FOR

CHINA, HONGKONG AND THE PHILIPPINES.

**CALDBECK, MACGREGOR & CO.**

16, Queen's Road, Hongkong, 1st April, 1903.

## SOME OF THE BEST

THAT MONEY CAN BUY:

**WATKINS' BALSAMIC COUGH LINOTUS.**  
" EMULSION OF COD LIVER OIL.  
" CALLICOURA.  
" ODONTALINE.  
" HAIR VITA.  
" SYRUP OF HYPOPHOSPHITE.  
&c., &c., &c.

**WATKINS, LD., HONGKONG.**

## THE CHINA LIGHT & POWER CO., LD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND  
KOWLOON.  
INCANDESCENT LAMPS, ARC LAMPS AND  
NEONST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to— **THE MANAGER OF WORKS AT HUNGHOM;**

OR  
**SHEWAN, TOMES & CO., General Managers.**

## KODAKS, FILMS, PAPERS.

PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION.

**DEVELOPING AND PRINTING**

**UNDERTAKEN.**

**GOOD WORK. PROMPT RETURN.**

THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

## ACHEE & CO.,

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL

Hongkong, 1st April, 1903.

## NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

**HONGKONG ELECTRIC CO. OR SIEMSEN & CO.**

## CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.

PURVEYORS TO THE IMPERIAL COURT AT BERLIN.

**CARLOWITZ & CO.,** Sole Agents.

1879

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from  
the MILITARY AUTHORITIES that  
NIGHT FIRING will take place at Stonecut-  
ters' Island from 7 P.M. to 9.30 P.M. TO-  
DAY (FRIDAY), the 3rd APRIL, 1903.  
By Command,  
**F. H. MAY,**  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 1st April, 1903. [1021]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from  
the MILITARY AUTHORITIES that  
MACHINE GUN FIRE will be carried out  
against Lion Hill, in the New Territory, on  
MONDAY, the 6th APRIL, 1903, at 9 A.M.  
By Command,  
**F. H. MAY,**  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 1st April, 1903. [1022]

## CARTRIDGES.

IMPORTED EVERY MONTH, THERE  
FORE ALWAYS FRESH.

**FLEY'S, SCHULTZ'S, AMBERITE  
AND KYNOK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE.  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 8888. AIR GUNS and  
AMMUNITION in Variety.**

**WM. SCHMIDT & CO.**

Hongkong, 23rd November, 1902. [1125]

**M. CHADWICK KEW**

DENTAL SURGEON,  
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.  
Hongkong, 14th March, 1903. [a35]

## FOR SALE.

To settle up late owner's estate.

## TBE British Composite Barque

"LUCIA,"

640 Tons Reg., 1050 Tons D. W., now lying in  
Hongkong Harbour and open for inspection.

Vessel has just undergone annual overhaul  
and is ready for sea.

For Further Particulars, apply to—

Captain A. R. ANDERSEN,  
on board; or  
**WM. DUNBAR,**  
Agent,  
12, Beaconsfield Arcade.

Hongkong, 2nd April, 1903. [1044]

## NOTICE.

## WANG HING,

JEWELLER,

has REMOVED to No. 10, QUEEN'S ROAD  
CENTRAL (opposite Messrs. KELLY AND  
WALSH) and has also kept his old Shop as a  
Branch Establishment, named **WANG HING  
& CO.**

Hongkong, 23rd March, 1903. [472]

## PURE FRESH WATER

## THE HONGKONG STEAM WATER- BOAT CO., LD.,

is prepared to supply  
ANY QUANTITY of PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W.

**J. W. KEW,**  
Manager,  
1st Floor, 37, Canaught Road  
Hongkong, 13th June, 1902. 333

## HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL  
in Macao. Beautifully situated in Praya  
Grande next to Government House.  
Telegraphic Address: "Internacional."  
Apply to—  
**THE MANAGER**  
Hongkong, 4th October, 1902. [51]

## HOTELS.

### HONGKONG HOTEL

A First Class Hotel in every respect.  
Elegantly Furnished Reading, Drawing  
Room, and Smoking Rooms.  
Private Bar and Billiard Rooms for Hotel  
residents.  
Dining Accommodation for 300 persons.  
Private Dining Room for large parties.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.  
Ladies' Cloak Room.  
Ping-Pong Room.  
Hydraulic Elevators to every floor.  
Electric Lighting.  
Electric Fans (if required).  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel.  
Wines cooled by Hotel refrigerating  
machinery.  
Hotel Linen washed on the premises by  
machinery.  
Bedroom Accommodation—131 rooms.  
Fire Extinguishing Mains and Emergency  
Exits on every floor.

CHARGES MODERATE.

**H. HAYNES,**  
Manager.

### THE PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephones No. 29.  
Town Office: 7, DUDDELL STREET. [a132]

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.

For Terms, &c., apply to the—  
**MANAGER.**  
Hongkong, 24th October, 1902. [a343]

### CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished.  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the—  
**MANAGER.**  
Hongkong, 31st October, 1902. [a49]

### HOTEL CRAIGIEBURN.

**PLUNKET'S GAP,** The PEAK, near the  
Train Terminus.  
Tel. 66.  
For Terms, apply to the—  
**MANAGER.**  
Hongkong, 2nd July, 1900. [a50]

### "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (S.S. *Hingshan*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
centres.  
Cable Address—"BOAVISTA."  
For Terms, apply to  
**THE MANAGER.**  
[a254]

### HING KEE HOTEL.

(ESTABLISHED 1873)  
MACAO.

THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
**L. HING KEE, Proprietor**  
Telegraphic address "HINGKEE" [a184]

### VICTORIA HOTEL,

SHAMEN, CANTON.

BRITISH CONCESSION.

GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

**T. F. DA CRUZ, Manager.**

Canton, 1st October, 1901. [a183]



## INTIMATION

**A. S. WATSON & CO.,**  
LIMITED.

**ERATED WATER**  
MANUFACTURERS.

ESTABLISHED A.D. 1841.

**ERATED**  
**WATERS.**

THE WATER used is THE PUREST that can be obtained, and is skillfully FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

**GUARANTEEING ABSOLUTE PURITY.**

## ENGLISH EXPERTS

Manage our Factories, and their actual knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

**A. S. WATSON & CO.**  
LIMITED,

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINTMENT TO H.E. THE GOVERNOR AND HOUSEHOLD.

should be exceptionally alert and exceptionally efficient? Such at any rate seems the obvious conclusion that would be come to by any unprejudiced outsider. That the Police Force of Hongkong is neither sufficiently active nor sufficiently versed in detective work is all too plainly apparent from the numbers of undetected crimes and the constant failures to recover stolen property. We need not go further than the Report of the Captain Superintendent of Police for the year 1902, published in the last issue of the *Government Gazette*, for evidence on this point. According to this return the value of property reported stolen during the year was \$248,469.04, while the value of property recovered by the Police and restored to owners was only \$10,383.22, about a twenty-fourth part of the whole! It is true that the sum included \$50,000 reported stolen from the steamship *Zafiro*, which may have occurred out of the Colony, but even allowing for that the amount of stolen property recovered was absolutely trivial. The same report states that thirty-four gang robberies were committed in 1902, and in twenty-four cases no arrest was made, and similarly out of eighteen cases of street and highway robbery in only six instances were arrests made. Fourteen cases of robberies on boats and junks were made during the year, and in connection with nine of these 28 persons were arrested, while in five cases no arrests were made. From this it would appear that the Water Police were more vigilant than the land force. However that may be, it is only too evident that there is something sadly wanting in our Police administration, and more especially in the detective department. Burglaries are obviously on the increase, and the utter failure of the Police to get on the track of the perpetrators is not only alarming and disquieting to peaceful citizens, but it affords such encouragement to the thieves that crime is likely to develop into a most serious epidemic. It is many years since such a wave of crime passed over the Colony.

On the last occasion when a tidal wave of crime visited Hongkong, about 1878, during the administration of Sir JOHN POPE HENNESSY, armed raids were perpetrated in such public localities as Wing Lok Street, Seymour Terrace, and the docks at Hungnam. The influx of bad characters was due partly to the reduction of fares on the river steamboats to ten cents during a strenuous competition, and partly to the fame of the "Merciful Man's" administration. Under his rule flogging had been practically abolished as a punishment, the régime of the Gaol made less severe, the Light and Pass Ordinance suspended, and the Chinese generally given to understand that all precautions adopted for the control of an alien and disorderly population, then continually migrating, were abolished as odious race distinctions at the instance of His Excellency the Governor. The better class of Chinese for the most part looked askance on these innovations of the peppery little autocrat, doubting the wisdom of concessions that so clearly lent encouragement to evil-doers, though they accepted, without much effusion, the concessions which with considerable theatrical effect were tendered them by the Head of the Executive. The Police, however, were then put on their mettle, owing to the outcry that followed the raids and robberies that had astonished and alarmed the community. At that time the Force possessed some good detectives, amongst others the ubiquitous QUINCY, who usually managed to get on the trail of the criminals. There is now, unfortunately, no QUINCY in the Police Force, and it is to be feared that the Detective Department is very weak. If we might be permitted to judge by results we should unhesitatingly assert that it is extremely weak. The question is: What is to be done? Is the present state of things to continue, or are the detective officers to receive proper encouragement and assistance in playing their part in the repression of crime. Or are the detectives incompetent or unreliable? Chinese detectives have to be used, and by the very nature of their occupation enormous power and great opportunities for making money are closely and indefatigably watched. The question arises: Is our Detective Force properly manned, properly organised, and efficiently worked? On this subject we may have more to say later on.

Another attempt at burglary was made on the 1st inst. p.m. at the residence of Mr. H. Humphreys.

Gun practice will be carried out on Wednesday, 8th inst., at Lyceum, from 8 a.m. to 10 a.m., at targets in a south-easterly direction. Practice will commence at about 10 a.m.

We learn that a petition largely signed by Chinese in the Colony has been handed to His Excellency the Governor, to be forwarded to the Secretary of State for the Colonies, praying that His Excellency (Sir Henry Blake) may be continued in the Governorship of Hongkong for another term of five years.

The direct transport *Albion*, from London, was expected at Ceylon on the 24th ult. with drafts for Ceylon and the various garrisons in the East.

The Chinese quartermaster of the dredger *Canton River* was drowned off the vessel as she lay in the roads at Shaikwan yesterday morning.

It was expected that Cambridge will have no difficulty in winning the "Varsity" boat-race. The Oxonian crew made a very disappointing debut at Putney on the 17th ult.

The 21st annual prize meeting of the Hongkong Rifle Association will be held at Kowloon on Friday, Saturday and Monday, the 10th, 11th and 13th inst. The programme will be found in another column.

The Yokohama Chamber of Commerce has decided to alter its name to that of "The Yokohama Foreign Board of Trade." It has also been resolved to appoint an Arbitration Court to settle any disputes arising between foreign firms.

Sir Thomas Lipton's challenger, *Shamrock III*, was launched on the Clyde on the 17th ult. She is a striking departure from her predecessors in that she is a reversion to the old British cutter type. The American defender is named *Reliance*.

The Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Patients ... .. \$8

J. H. Rapis ... .. 8

Six cases of plague reported yesterday bring the total for the year to 184. Two of yesterday's cases were "dumped"—one in Des Voeux Road, the other in Connaught Road. The other cases came from Hollywood Road, Cochrane Street, and Wing Lok Street E.

A Laffan telegram from Calcutta says the departure made by Lord Kitchener from his reputation for indifference towards social gaiety has caused much excitement in Calcutta. The new Commander-in-Chief has taken to entertaining largely, and displays dazzling services of plate at his dinners, which are the talk of the town. It is, moreover, remarked that he is by no means shy of the society of ladies.

The Commissioner of Emigration in London received last month a cablegram from the Premier of Ontario stating that the Provincial Government has made arrangements for placing 10,000 farm labourers in good homes in that province, and that the demand for this class of labour is so urgent that he trusts the Canadian officials in Great Britain will make this fact known in all prospective emigrating circles.

The *China Gazette* remarks that something has evidently gone seriously wrong with the Shanghai Tramway scheme, as the ten days in which the promised reply was expected from the Concessionaires in London have more than elapsed and nothing has been heard from them about the signing of the definitive agreement. Meanwhile time is flying and Shanghai seems as far from having the tramway as ever.

By permission of Major Radcliff and officers of the band of the 33rd Burma Infantry will play the following programme during dinner, at the King Edward Hotel to-night:—

March ..... "Le Paradis" ..... Long Overcast  
"The Bohemian Girl" ..... Balfie Selection  
"The Women of the Guard" ..... Sullivan Gavotte  
"Imperial" ..... Faust Selection  
"The Belle of New York" ..... Kerker Valse  
"Réve du Bal" ..... Ellensberg Extra  
Galop ..... "Rotten Row" ..... Kider Béh  
"God Save the King."

The European war, according to the Sanitary Board returns published in our issue of yesterday, died of plague on the steamer *Hyades*, which was then lying in Kowloon Dock, was James Goodwin, the chief steward, whose body, bearing a frightful gash on the forehead and showing other marks of a fall from a great height, was on Wednesday morning found floating in three feet of water in the bottom of the dock occupied by the *Hyades*. The steamer has since been placed in quarantine.

The death is telegraphically reported of Dean Farrar of Canterbury, formerly Archbishop of Westminster. As is well known, Dr. Farrar was a prolific writer, principally on theological subjects, though some of his earliest books were works of fiction. Perhaps his best known work is his *Life of Christ* which reached its twelfth edition in a single year and has since been translated in many languages. Dr. Farrar had a very high reputation as a preacher and never failed to draw very large congregations when preaching in Westminster Abbey.

A curious piece of legislation is now before the Indian Legislative Council. It is an Act promoted by those concerned in the tea industry to impose an export duty in order to form a fund for pushing Indian teas in foreign markets. A measure of the same sort has been for some time in force in Ceylon with the best results. Such an enterprise is usually left to voluntary combination, but the spathy or selfishness of Indian tea-planters has neutralised the attempt, though as a body they assent to compulsory self-taxation for the same purpose. The tax only amounts to one penny on every 48 lbs. of tea exported. This microscopic duty is calculated to fall on the producer. The fund will be administered by a representative committee of those interested and the accounts will be subject to an official audit. America is regarded as a particularly hopeful field. At present only 18 per cent. of India tea goes to foreign countries. The operation of the new law is limited in the first instance to five years.

## TELEGRAMS.

## REUTER'S SERVICE.

## THE KING AND QUEEN TO VISIT IRELAND.

London, 31st March.

It is officially announced that the King and Queen will visit Ireland in July or August.

## FUNERAL OF THE LATE GENERAL SIR HECTOR MACDONALD.

London, 31st March.

A determined attempt was made to convene a great Scottish gathering at the late General Sir Hector MacDonald's funeral but the rapidity of the arrangements prevented it maturing; one hundred and thirty representatives from societies of clans were present at the grave; the service was exceedingly simple.

## THE CHARGES AGAINST THE LATE GENERAL.

London, 31st March.

Major F. C. Raeburn has given notice of a question to Mr. St. John Brodrick, the Secretary of State for War, asking why publicity was given to Col. Sir Joseph Ridgeway's statement in the Legislative Council of Colombo regarding the very serious charges made against the late General Sir Hector MacDonald.

## THE MARCONI SYSTEM.

London, 31st March.

The Marconigrams to the *Times* from New York initiate an experiment in which Marconi, the *Times*, and the Post Office participate, for the purpose of testing the commercial practical value of the system.

## OBITUARY.

London, 31st March.

The death is announced of Admiral Cour-jolles, the French Commander at the time of the Boxer rising in China.

## THE KING'S VISIT TO PORTUGAL.

London, 31st March.

The King sails for Lisbon to-day. The Queen has gone to Copenhagen.

## THE WESTERN SOUDAN EXPEDITION.

## THE CAPTURE OF SOKOTO.

London, 31st March.

The British occupied Sokoto on the 14th inst. after a feeble resistance; the Amir and the Prime Minister fled. Sir F. Lugard reached Sokoto on the 19th inst.

With the capture of Sokoto, a powerful empire, founded a century ago, has fallen, and British authority established over half a million square miles with a population of twenty millions.

[These figures differ from those in the *Gazette*. The *Times* gazetteer, for instance, says the area of the empire of Sokoto is estimated at a quarter of a million square miles and the population at ten millions. The town of Sokoto, the former capital of the Empire, has a population of 20,000. Kano, the great trading centre of the Empire, which was successfully occupied about six weeks ago, is a much larger town than Sokoto. The empire belonged to the British sphere of influence, and it may be mentioned in this connection that an Anglo-French Commission has been at work for some time delimiting the frontier round Sokoto and Lake Chad. The *Times* summarising and commenting on the official correspondence relating to Kano says:—Statements of all sorts as to what goes on in States like Kano and Sokoto are, as Sir Frederick Lugard more than once remarks, very difficult to trust, but the native evidence, such as it was, strongly tended to show that, if we did not promptly attack Kano, Kano would attack us, and this evidence was confirmed by the observations of Captain Abadie, the able and experienced officer acting as our Resident at Zaria. Captain Abadie reported that the King of Zaria was sending out "gunmen" in all directions, at the instigation of the King of Kano, to catch slaves and to enforce extortionate demands from the people. Though these acts were done in direct defiance of the Resident, and even led to encounters with our patrols, the King gave out, with an astuteness resembling that of the Chinese Mandarins, that they were committed by order of the white man. The removal of the King of Zaria, who was hated by his subjects, calmed that district to some extent, but the reports from Kano continued to be alarming. The trading section of that great commercial community, it is interesting to learn, were in favour of peace, but the King, it was generally reported, had decided to fight, and it was even said that at the end of October he was on the march to attack our garrison at Zaria, when he turned

back again on hearing of the death of the King of Sokoto. His attitude has been persistently hostile to us. But in spite of his hostility we should have been glad to defer a settlement with him, had it not been for other factors in the situation. Even so it is we have been obliged to postpone the delimitation of our frontier with France because the country has been too much disturbed for the Commissioners to travel through it. We could not allow the Commission to start while the King of Kano was meditating war against us, and treating with conspicuous honour the murderer of Captain Moloney, our late Resident at Nassarawa. The effect of inaction upon our part on the native chiefs of the rest of the protectorate had also to be considered. We govern them through our prestige—as the remarkable despatch describing the visit of the Emir of Nupe to the High Commissioner shows—and our prestige would have been seriously endangered had we delayed to strike, when the whole population believed we had prepared for war. The result of the expedition so far fully bears out the wisdom of the course advised by Sir Frederick Lugard and accepted by the Government. The traders who tried to dissuade the King from fighting us welcomed our troops, and the people treated them as deliverers, as Sir Frederick Lugard had foretold. Our occupation of Kano will benefit trade by establishing security and by freeing from swarms of robbers and marauders one of the historic caravan routes of West Africa, while it will deliver the people of all classes from the horrors of slave raids made to supply the tribute formerly raised by that means.]

## CORRESPONDENCE.

## "PHILANTHROPY UNLIMITED"

TO THE EDITOR OF "THE DAILY PRESS"

Hongkong, 2nd April.

SIR.—Arithmetic is a good thing, sometimes but an accomplishment in which "Generous" is somewhat lacking. There are large numbers of two-story Chinese houses at Kowloon the rental of which falls short of \$16 per month, and none, alas! that can be built for \$2,000. \$16 a month return on a house worth \$2,000 is a "generous" estimate indeed and one that makes the landlord supremely happy—when he gets it. It is not "philanthropy" that makes Chinese houses give a poor return, but Health Ordinances and Sanitary Boards, combined possibly with a tendency on the part of builders to anticipate rather than supply the demand. Chinese houses at the moment are a bit "overdone."—Yours, etc.

## HOUSEOWNER.

## ROBBERIES IN THE COLONY.

TO THE EDITOR OF "THE DAILY PRESS"

Hongkong, 2nd April.

SIR.—The Colony just now is full of beggars and thieves. There can be no doubt that this state of affairs is largely due to His Excellency the Governor's pro-Chinese sentiments. Without the moral support afforded in the shape of extreme leniency to offenders, thieves and beggars would soon revert to their normal proportions. Incidentally it may be mentioned that those who have not yet turned beggars and thieves are more "indefatigable" than ever.—Yours truly,

FAN KWEL

## THE "BINH THUAN" AND THE "FAME"

Messrs. Kinghorn and Macdonald inform us that they have received the following telegraphic news from Mr. J. Watt Jameson, Saigon, re the steamer *Bin Thuan* which was stranded off Cape Yarela:—

The stranded steamer *Bin Thuan* arrived at Saigon this morning (1st April) and will go into the Government Dock here at an early date for survey. The steamer *Fame* was stranded last time and will proceed to Hongkong as soon as possible.

## A FIGHT WITH LADEONES.

On March 27th while two companies of Philippine Scouts were travelling between San Francisco del Monte and Mariguilla, they encountered a large force of ladrones numbering at least 170 guns. A sharp battle ensued and there were many casualties. Lieutenant Reese of the Scouts was shot through the leg; one sergeant and one corporal were killed outright and about ten other scouts wounded. The number killed and wounded on the ladrones side had not been ascertained when the mail left, but the meagre report says it is very large. The commander of the enemy was killed. He was gallantly decorated with a red sash and it is believed that he was "General" San Miguel.

## "UNIVERSAL FREE TRADE"

Mr. Nathaniel Dunlop, chief of the Allan Line, speaking at the Glasgow Shipowners' Association annual meeting, said the time was coming when Britain should declare her sea-borne trade to be an Empire trade, in which only those vessels of other nations should share who threw open to British ships their reserve trade. That would bring about universal Free Trade. Canada had set an example. British maritime supremacy was endangered by the resources of the great American railways to do their own carrying trade on land and sea. Such action would transfer the North Atlantic trade from private shipowners to American railways, and would in time extend to the trade routes of the Far East. He denounced American shipping receiving all advantages of British shipping while the States kept the whole of her vast reserve to herself.

## POLICE COURT.

Thursday, 2nd April.

BEFORE MR. J. A. HARRISON (Police Magistrate).

VERSUS CHAN KOW-KEE, A CHINESE CONVICT.

C. C. 389 Fong Kiu was remanded till the 8th inst. on a charge of assisting the death of a Chinaman in the New Territory on the 28th ult. The facts of the case, so far as they have been made public, go to show that on the date mentioned, about seven o'clock in the morning, a disturbance arose in Tong Toi Po village, in the An Tan district of the New Territory. Information of the affair was brought to the police station at An Tan, and the European sergeant in charge there sent out several lunkongs to quell the trouble and to investigate its source. Some time later a Chinaman, the deceased, arrived at the station and reported that he had been assaulted by C.C. 389. After making his complaint he went away, and the constable against whom it was directed was sent to bring him back, in order that his story might be enquired into. The man was brought back, and in the station turned faint. A stimulant was administered, and he revived greatly—in fact, appeared to be all right again. Later on, however, he became suddenly weak, and died before the arrival of a native doctor from Tai-po who had been telephoned for. The lunkong was placed under arrest, and charged subsequently as stated. Two Chinamen who are alleged to have taken part in the row at Tong Toi Po village are also under remand till the 8th inst. on a charge of causing a breach of the public peace.

## LEAVING WITHOUT NOTICE.

Mrs. Boraham, a young Frenchwoman, charged Ah She, an amah at present employed at Mrs. Hubbard's boarding-house, 166, Queen's Road East, with leaving her employment without giving notice. The accusation was denied.

The complainant, whose evidence, given in French, was interpreted, said the defendant had been in her service for two years, at a monthly wage of \$12, and left on the 6th ult. without giving notice of her intention to quit. She had obtained eight days' leave to visit her mother, who was sick, she said, and never returned, although she was mindful enough to send a substitution.

Mrs. Barry, who called her Witness "your Lordship," said the defendant was now in her employment, and had served with her five years ago, before witness's departure for home. When she returned the defendant came and asked to be taken back again after she had worked out a month's notice with her then employer, Mrs. Boraham. This was in the beginning of February, and on the 6th of the following month she was taken on by the witness, who gave her \$10 a month and her bed. Despite the defendant's assurance that she gave a month's notice, her witness found the charge proved and imposed a fine of \$10 or three weeks' hard labour. Mrs. Barry paid the fine.

## ARMS.

Chu Mi Nam, commission agent, was charged with the possession of a Winchester carbine, a pistol, and powder and small shot for which he held no licence. He admitted the offence, and got off with the confiscation of the arms.

BEFORE MR. J. H. KEMP (Acting Police Magistrate).

## ANOTHER THEFT AT QUARRY BAY.

Li Kwai, a coolie, was charged, on the complaint of J. Locket, head watchman, with attempting to steal a mooring chain from Quarry Bay shipbuilding yard on the 1st inst.

The defendant and another Chinaman rowed up in a sampan and went ashore at the spot where the mooring chain was lying. They were carrying it between them to their boat when an Indian watchman saw what was going on and blew his whistle. The defendant's friend dropped the chain at once and ran for the boat, into which he scrambled and paddled off, leaving the defendant to make explanations. These satisfied nobody, and in the result he was sentenced to six weeks' hard labour.

## THE RUSSIAN FLEET.

## A RECENT SENSATIONAL TELEGRAM FROM ADEN.

Reuters' agency was responsible for the following telegram on March 6th:—

"A Russian naval officer has been arrested for spying the British fortification at Aden, near the key of the defence, from which the con- siderable batteries are worked. Two British officers escorted the prisoner aboard the Russian warship, where he was released. The garrison is intensely irritated, as the Russian officers are being treated as distinguished visitors."

The Russian warship referred to was one of the vessels of the fleet on the way to Far East, and on the arrival of the admiral on at Colombo, says the *Times* of Ceylon, the first thing Mr. T. C. Toboekoff, the Russian Vice-Consul, did when he met Admiral Blackberg was to point out the statement to him. The Admiral was astonished when he read the news, for he had not even heard of the incident. Inquiries were made, however, in the fleet, when all that was elicited was that the Russian officer referred to had not been arrested as a spy, but had spent the particular evening with British officers in convivial fashion. The Admiral describes the telegram as absurd, and he has communicated an official denial of the account through his Flag-Captain to Major Gabbins, R.E., temporarily in command of the troops in Ceylon; and His Excellency intended to make a similar denial to His Excellency the Governor, when he met him.

It now remains for Reuters' Telegram Co. to make a statement on the matter.

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: PRESS, Codes: A.S.W., 6th Ed. Editor's.  
P.O. Box, 53. Telephone No. 12.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VOEUX ROAD (J), LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 3rd April, 1903.

The letter published in Wednesday's issue from Mr. HENRY HUMPHREYS calls fresh and forcible attention to a state of things in the Colony that cannot by any person be regarded as either satisfactory or reassuring. Mr. HUMPHREYS describes in a few terse sentences how he has been victimised since his return to the Colony only six weeks ago, and we fear that his experience is not unique. There may be, probably there is, a wave of crime passing over the Colony, due in large measure to the famine in Kwangsi and the hard times in Kwangtung, leading to a great increase in and migration of the predatory class from the mainland to the Colony. Unfortunately the Cantonese criminals know too well the comparatively mild laws of the Colony, which rightly forbid the use of torture, but unwisely, perhaps, limit the use of the rod. The *argumentum baculinum* is thoroughly understood by the Chinese desperado; he respects it when properly and impartially administered and keeps at a distance when assured that retribution will overtake wrong-doing. But he does not fear the law so much when it is tender to his hide, feeds him fairly, and provides good and gratuitous sleeping accommodation. There are, moreover, ways in which justice may be dodged in Hongkong, such as a breakdown in the evidence, the establishment of an *alibi*, or the occasional intimidation of witnesses. The Colony also affords a pleasant hunting ground to the Chinese criminal, whose worst risk is a period of hard labour in a comfortable gaol, where his food and lodging are at any rate assured.

If, however, the conditions are such as to invite visits from marauders from the Two Kwang provinces, is it not the more necessary that the Police of the Colony



## THE NEW CURRENCY FOR THE PHILIPPINES.

## DIFFICULTIES OF THE TRANSITION.

With the prospect of an early issue of the new currency, says the *Manila Times*, considerable speculation is going on among the public as to the relations which will exist between the various kinds of money which will then be in use throughout the archipelago and the manner in which the readjustment between the new and the old will take place. While much of this discussion is theoretical and even fanciful, yet there is one phase of the matter which is at once material and important and which requires no expert knowledge of currency to grasp. We refer to the relationship which will be maintained between the Mexican peso and the Conant peso as regards the scale of prices now current in Mexico.

The illustration of an individual is now paying a hundred and thirty Mexican pesos a month for board, when the Conant peso is put into circulation, will he be required to pay the same number of those? As can be readily seen, there exists a decided difference between the two. Reduced to a gold basis that \$130 Mex. is worth \$85. In this case, should the same number of Conant pesos as of Mexican pesos there would be an actual increase in cost to the boarder of \$15 gold, no inconsiderable sum.

That there will be an effect on the part of merchants and others to demand the same number of Conant pesos as they are now receiving Mexican we think there can be no question. It is also very probable that the same demand will be made by those, especially the Filipinos, who are now receiving their salaries in Mexican pesos; they are almost sure to insist on peso for peso.

While this problem of readjustment is likely to cause some trouble in the city, yet the probability is that this will be comparatively slight compared with the provinces where the people are more ignorant and less susceptible to explanations of the relative value of currency as measured by the gold standard. We may therefore look for considerable difficulty to arise in the readjustment which must take place between Mexican and Conant. Possibly by anticipating the change which must soon arrive and preparing the way now, some misunderstanding and friction may be avoided, but it will probably take some time to reach a general and satisfactory adjustment. As to the only fair and feasible basis of arrangement appears to be that of the gold standard and a grading of all prices in Mexico to it.

## RUSSIA AND THE SUGAR QUESTION.

A Parliamentary paper was issued in February containing "correspondence with the Russian Government respecting the interpretation of the most-favoured-nation clause in connexion with countervailing duties on bounty-fed sugar." The correspondence opens with a memorandum addressed on behalf of the Russian Government by M. Lesar to Lord Salisbury on June 12, 1899, protesting against the "Indian Tariff Act (1894) Amendment," which imposed countervailing duties on Russian sugar imported into India. As is already known, the British Government declined to accept the Russian arguments on this question. It was urged by Lord Salisbury in reply that the Russian system created an artificial stimulus to sugar production practically equivalent to a bounty, and that when the clear intention of the most-favoured-nation clause was thus overridden, it was open to the other party to redress the balance of trade thus artificially disturbed. If Russia did not accept this view, the British Government offered to denounce our commercial treaty with Russia; but, Russia making no response, the subject dropped. There follows in the correspondence the memorandum prepared by the Russian Ministry of Finance in consequence of the decisions of the Brussels Sugar Conference, and transmitted to the signatory Powers in July last year. Replying to this on July 30, Lord Lansdowne recalled attention to the issue of the Indian question just described, and expressed the hope that Russia might become a party to the Brussels Convention. He observed that, if she did not take that course, and the International Commission came to a finding adverse to the Russian system, Great Britain would have no option but to apply the penal clause to Russian sugar. The proposal for an inquiry on the general effect of bounties was declined. A long memorandum communicated on September 24 contains the Russian reply. In this the view of the British Government that the Russian system infringes the most-favoured-nation clause, and that countervailing duties in such a case are legally admissible, is contested in detail. It is contended that in the light of the Anglo-Russian commercial treaty, bounties, even if they existed, could not furnish a ground for the imposition of countervailing duties by the other party. As matters stand, Russia's system is described as "domestic legislation which she considers necessary for controlling the production of sugar." In the circumstances Russia proposed the submission of the question to international arbitration or to the Hague Court. On November 20 Lord Lansdowne stated, in reply, that there was no intention on our part of placing Russian sugar in the British market on a less favourable condition than other sugars, and that the remedy for the situation was in the hands of the Russian Government. He suggested that the case was one which could be submitted to an arbitral tribunal, and held that the British Government's offer to denounce the Anglo-Russian commercial treaty of 1890 released it from the need of further controversy. Finally, a Russian note of January 14 pointed out that the wide divergence of views revealed by the correspondence seemed to preclude any chance of a compromise, and that the question must be considered as open one pending the decision of the Commission to be established under the Sugar Convention.

## FRANCE AND SIAM.

The Paris correspondent of the *Times* writing on February 28th says—

The new and interesting phase upon which Franco-Siamese affairs have entered owing to the initiative of the Governor-General of Indo-China has been interpreted here in a way which makes certain explanations desirable. The violence of party passion has rarely been manifested more systematically than in the attacks made upon M. Delcassé ever since the signing of the convention. Even in the Colonial group itself, which includes a majority of staunch Republicans among its members, the hostility of the opposition has found an echo which it was difficult for any Minister for Foreign Affairs to ignore. It was inevitable, therefore, that the letter to M. Etienne in which M. Delcassé announced the intention of the Governor-General of Indo-China to enter into negotiations with Siam should be constructed by many as evidence that the French Minister for Foreign Affairs had abandoned his convention.

The real facts do not admit of so summary an interpretation. The convention, as such, and there are no grounds for anticipating that it will not be eventually ratified. But meanwhile the negotiations which M. Beau will, no doubt, be authorized shortly to begin with the Court of Bangkok will in all probability result in an arrangement, an *entente cordiale*, between Indo-China and Siam, the formal stipulations of which will in completing the clauses of the convention constitute such a corollary to that convention as to be bound to satisfy even the Colonial group.

An inkling as to the nature of the new negotiations was contained in this morning's *Figaro*. M. Beau's scheme, according to a well-informed article in this journal, is in no way political. It does not modify the ensemble of the treaty of October 8. It is purely economic and has as its object the construction of two railway lines which M. Beau regards as necessary for the commercial development of Indo-China, and which must enter Siamese territory. The vagueness of this information may, however, be partially dispelled.

It is well to recall that M. Beau, who has succeeded M. Doumer as Governor-General of Indo-China, has the avowed Imperialistic leanings of his predecessor, while being one of those French officials of the younger school who have learned, not only in the books of M. Chailley Bert, but by direct experience with the Far East, the advantages to be derived from the study of what may be called comparative colonialism. The spectacle of the practical results achieved in British India by a wise policy of emancipation from the mother country and by the steady application of an organically expansive economic policy has not been lost upon M. Beau. Last September, immediately upon his arrival at Marseilles, he declared that his policy would be that of M. Doumer, that he believed in decentralization, and that the amelioration of native agricultural interests by the opening up of canals was for him part and parcel of his general scheme of completing the Indo-Chinese railway system. It is worth while recalling that M. Beau's Chief de Cabinet is M. Hardoin, who has been French Consul at Bangkok. It is, therefore, not surprising if during the last few months in which he has been at his post his chief concern should have been less the penetration of Yunnan than the problem of how to ameliorate the commercial relations between Indo-China and Siam—in other words, how most rapidly to bridge the desolate zone between Korat and the Mekong, thus making the old sphere of French influence, as marked on all recent maps but now restored to Siam, French in reality by the construction of a railway system which will drain away from Bangkok a certain amount of products, converting them upon the French provinces of Cambodia and enriching Saigon and Hue. If the Siamese were to prolong the Korat line to Ubon it would tend to draw off to Bangkok all the traffic which at present passes by Phnom Penh and Saigon. Likewise a line linking Battambang to Bangkok or to Chantabon would probably be equally disastrous for French trade. But M. Beau well knows this, and M. Delcassé is no doubt as alive to these facts as either the president of the Colonial group or the Governor-General of Indo-China. The obvious proof, indeed, that he is so may be found in the perusal of Clause 4 of the convention of last October. By this clause the Bangkok Government agreed to come to a previous understanding with France in case it desired to obtain the construction by foreign capital in the Siamese portion of the Mekong Valley of railways, harbours, or canals. This stipulation implies the preoccupation of the French Foreign and Colonial Offices as to the trend of the trade routes in the Hinterland of Cambodia.

The event marked last night, therefore, by the publication of M. Delcassé's letter is in no sense the *coup de théâtre* which certain misinformed commentators have sought sensationally to make out. It is, on the contrary, merely a necessary and logical stage in the development of that active forward policy of economic expansion which ever since M. Doumer's viceregalty has inspired the councils of the French Colonial Office. Moreover, what has just taken place in the intelligible corollary of Clause 4 of the convention of last October. In this Imperialistic movement westward there is nothing to arouse Siamese apprehensions. The convention which has been so staunchly remains a third guarantee of Siamese independence and even integrity. But the mission which Frenchmen have displayed in the desire to obtain from M. Delcassé fuller light on the real significance of his convention, and especially of Clause 4, will not, it is to be hoped, have quite escaped notice at Bangkok. There is a lesson to be learnt therefrom by Siam—and it is in the interests of general peace in the Far East that she should lose no time in learning it.

## THE BRITISH AND GERMAN NAVIES.

The German Emperor's gift to the Reichstag of a comparative table drawn by his own hand, of the relative strength of the British and German navies has prompted a number of Germans to enquire why the comparison has been made. It should be remembered that the table is one of a series of similar naval diagrams constructed by the Emperor and presented by him to the Reichstag. The *Grenzboten* of Leipzig, the same magazine which published the Emperor's letter to Admiral Hollmann on the "Higher Criticism," provides an answer to this very natural enquiry. The table, it is asserted, does not portend a new Navy Bill, nor is it to be interpreted as if a clenched fist were being shaken against England. No new Navy Bill which could be proposed could be expected to bring the German navy up to the numerical standard of that of Great Britain, and the table, so far from being minatory, proves that it would be absurd for a Power of such manifestly inferior naval strength as Germany to provoke or challenge an opponent whose maritime resources are so much greater than its own. A nation which, counting vessels in and out of commission, can only show 12 battleships, two armoured cruisers, and 17 cruisers with an armoured deck as against England's 42 of the first class, 14 of the second, and 103 of the third will never be able to assume the role of aggressor. Alarmists in England and Chauvinists in Germany are invited to look at the figures in this light.

The article then proceeds to deal with the probable situation in 1916, when the whole of the programme laid down in the Navy Law of 1900 will have been carried out. Germany will then have in commission and in reserve 38 battleships, 14 armoured cruisers, and 38 cruisers with an armoured deck, or a total of 80 vessels. But Great Britain at present possesses 165 ships of these three classes and as it may be expected there will be a proportionate increase in the British Navy, the *Grenzboten* assumes that Great Britain will have in 1916 60 battleships, 25 armoured cruisers and 150 cruisers with an armoured deck, unless the difficulty of providing officers and crews for such an enormous fleet proves to be insuperable. Great Britain, therefore, need not trouble herself at all about the German navy at the present day, though in 1916 it will be worthy of her attention, as it will then be strong enough to prevent a blockade of the German coast. The German navy in 1916 could only threaten the English coast if the British Mediterranean Squadron were held in check by an ally of Germany's or if, which is extremely improbable, British strategy were to prove greatly inferior. In these circumstances it is absurd to regard the Emperor's diagram as intended to convey the lesson *delenda est Carthago*. The *Grenzboten* thinks that the British Admiralty must be aware that the suggested creation of a North-Sea squadron of 13 battleships would, if carried into effect, be a serious menace, and not to Germany alone. A naval armament so disproportionately powerful would compel other Powers to think of a coalition.

Germany, it is argued, requires a fleet to protect her coasts from blockade and her commerce from molestation. Her 54,000,000 inhabitants cannot be fed entirely upon home produce, and she has to remember that all her neighbours, with the exception of Austria-Hungary, have become strong sea Powers, while new factors have appeared in the shape of the American and Japanese fleets. The next great war will be carried on both at sea and on land; the French fleet of to-day, for example, would probably play a much greater part in an European war than its predecessor did in 1870. Germany covets no possession of Great Britain; she only wishes, like Great Britain, to have the freedom of the seas and to be able to protect trade carried on under her flag. If the protection she can give to her commerce should ever prove to be insufficient, her first thought would be to apply with confidence to Great Britain, and no sensible British Government will ever conduct its policy on such lines that Germany will then have to abandon the idea of showing her flag beside that of Great Britain. With the help of good will and fair and honourable dealing the interests of Great Britain and Germany in the world can very well exist side by side.

## RUSSIAN FLEET AT COLOMBO

There was quite a Russian invasion of Colombo when the squadron, which may be expected to reach Hongkong on the course of a week or ten days, was in the harbour there on the 19th ult. The fleet number twelve ships. There was besides in the harbour one of the vessels of the Russian Volunteer Fleet and two more were expected.

Referring to this the *Times of Ceylon* says—In days gone by there was an understanding with regard to the number of alien gunboats—an understanding by the way, accepted and acted up to by all foreigners frequenting our port. Doubtless this rule—to limit the number of foreign gunboats in port at any one time—was found a salutary one in days gone by. Its origin, however, is a mystery. Like many another time-honoured observance, by whom it was inaugurated, what was the immediate cause for it, and how the various nations received it, and a hundred other questions which suggest themselves, cannot now be answered, though many will remember that up till recent times no more than three foreign war vessels were admissible into port at one time. Shortly after Sir West Ridgeway took over the reins of Government here, representations on the matter took place, and after much correspondence between the Secretary of State for the Colonies and the local Government, the rule was rescinded.

Men-of-war, it is not generally known, do not pay harbour dues. The only charge made on them is for pilotage. This charge is made on foreign vessels only—and it is generally accepted that American vessels do not come under that description.

## A SENSATIONAL RUSSIAN TRIAL.

The Special Court of Appeal in St. Petersburg gave their verdict and pronounced sentence recently in the case of Lieutenant-Colonel Shafroff, chief of the Kronstadt police. This sensational trial, which has occupied the Court for more than three weeks, has been followed with the greatest interest all over Russia. Colonel Shafroff was accused, it is not too much to say, of every crime which an official in his position could commit—forgery, the misappropriation of public money, the sale of offices, the acceptance of bribes, and other offences. The mere reading of the charge took up one whole day. But what chiefly interested the public was the difficulty which had been found in bringing the accused to trial, a difficulty which was as inexplicable as the fact that a man with such a past should have been entrusted with such a responsible post and should have enjoyed the confidence of two such men as Admiral Kasauskoff and Admiral Makaroff, the former a member of the Council of State, the latter the naval commander of the port of Kronstadt.

Colonel Shafroff, after serving for some time as an officer in the Guards, entered the police service in Moscow in 1897. He does not seem to have given satisfaction there for he soon resigned his position; apparently at the request of his chief, who is said to have described him as the very type of an untrustworthy official. None the less he succeeded in obtaining a position in the St. Petersburg police service in 1892, but soon had to resign in consequence of attempts at extortion which were alleged and apparently proved against him. This, strange to say, did not put an end to his career, for in April, 1896, he was appointed to the responsible post of chief of the police at Kronstadt. His conduct soon aroused suspicion and not long after his appointment an investigation, which came to nothing, was ordered by the Ministry of the Interior. In December, 1899, however, the public prosecutor of St. Petersburg appeared on the scene and instituted a rigorous enquiry. In consequence of the discoveries he made he requested the commander of the port temporarily to relieve Colonel Shafroff of his functions and thus render a trial possible. Admiral Makaroff, instead of complying with this request, appointed a commission to investigate the charges. This commission reported that they were baseless and the commander of the port retained the accused in his position. The public prosecutor then appealed to the Senate, which in June, 1900, gave orders that the chief of the Kronstadt police was to be temporarily relieved of the functions and a judicial investigation made of the charges brought against him of misappropriating public funds, of extorting money, of abusing his powers, &c.

The trial began on January 27. The evidence given was of the most contradictory character and very many of the witnesses failed to maintain in open court the allegations against the accused which they had made in private to the public prosecutor. The testimony given by Admirals Kasauskoff and Makaroff, the former and present commanders of the port, was strongly in favour of Colonel Shafroff. But, on the whole, the prosecution succeeded in making out their case, and the general impression produced by the evidence was that the chief of the police had misused his position in the most unscrupulous manner. The Court, after four hours' deliberation, found that the accused had been guilty of taking bribes, of forging documents, and other offences, and sentenced him to be deprived of all the rights and privileges of his birth and class, to be deprived of his rank and orders, to be struck off the army roll, and to be placed for two years in a military punishment camp.

## REGULATING THE OPIUM HABIT.

There has come into operation in the Province of Fukien, a system of badges to indicate the different classes of opium smokers to the officials who administer this drug under Government patronage. *Ma Po*, the Chinese daily paper of Manila, has this to say of the badge system—

The authorities of the Province of Fukien, to which nearly all of the Chinese of Manila belong, have planned to establish a Government factory for the preparation of opium; and now it is reported that after the opening of this establishment, all opium smokers who wish to purchase the drug must obtain from this establishment badges which are of three classes, viz: (1) brass badge, which is for the Government officials; (2) paper badge, which is for the gentry; and (3) wooden badge, which is for the common people.

On these badges are written the names of the opium smokers, their ages, their addresses, and the quantity of opium they are allowed to buy daily, which is to be decided and limited by the Government officials, and which cannot be deviated from at any time.

All the opium dealers who have received license from the Government to retail the boiled or prepared opium, are not permitted to sell privately any opium to those who do not have badges. According to this plan it is expected that the opium smokers will feel ashamed of wearing these badges and reform themselves generally by breaking off the evil habit.

This is a most important plan for affording a livelihood to the people and for protecting the Chinese race.

Commenting on this the *Manila Times* says—Now that the Philippines Commission is about to make public an act to regulate the importation and sale of the drug in the Philippines, doubtless the badge scheme would be well worth considering.

## PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

## A. CHEE &amp; CO.,

17A, QUEEN'S ROAD, HONGKONG.

[38]

## SALVAGE ACTION.

In the High Court of Justice recently an action was brought by the owners, master, and crew of the steamship *Hermes* to recover salvage remuneration for services rendered to the defendants' steamship *Ajao* and her cargo in the Red Sea between June 12 and 24, 1902. The *Hermes* is an especially constructed salvage steamship of 394 tons register, fitted with pumps capable of pumping 4,500 tons an hour, and is manned by a crew of 24 hands. She is fully equipped with divers and diving apparatus and with other saving appliances, and is kept constantly ready with steam up and a full crew on board, so as to be able to proceed to sea at the shortest notice. The *Ajao* is a steel screw steamship of 7,040 tons gross register, with a crew of 65 hands; and at about noon on June 1, 1902, when she was approaching Jiddah in the course of a voyage from Glasgow and Birkenhead to the East with a general cargo, she grazed over a reef and began to make water so that it was necessary to beach her on a coral reef just inside the inner gateway at the entrance to the port. It was arranged that the *Hermes*, which was then lying at the Pirsus, should immediately proceed to the assistance of the *Ajao*. According to the plaintiffs, the agreement was that the owners of the *Ajao* should pay the sum of £1,500 in consideration of the *Hermes* leaving the Pirsus for Jiddah, subject, however, to this sum being reduced to £750 if for any reason the *Hermes* should be stopped at Port Said, and that the sum of £1,500 was to be treated as a payment on account of any salvage reward which the plaintiffs might subsequently be held entitled to, and that, apart from the sum of £1,500, the salvage was to be on the basis of "no cure, no pay." The *Hermes* left the Pirsus on June 5, and arrived at Jiddah on June 12, on which day the defendants paid to the plaintiffs the sum of £1,500. When the *Hermes* arrived divers were at once sent down to inspect the leaks, and the plaintiffs subsequently constructed a large patch 36ft. long by 9ft. broad to be placed over the damaged parts. The leaks were stopped by wedges on June 13, and the *Hermes* then proceeded to pump out the water from the *Ajao*, and by 2.30 on June 14 she was got afloat. The patch was then securely fixed, and at about 6.30 a.m. on June 18 the two steamers left for Suez, which was reached in safety at about noon on June 21. The *Hermes* then took her own gear on board, and on June 24 received notice from the master of the *Ajao* that her services were no longer required. The value of the *Hermes* was £22,000. The value of the *Ajao* was £33,840, and of her cargo £204,397, together £168,137, there being no freight at risk.

Mr. Robson, K.C., Mr. Aspinall, K.C., and Mr. Dawson Miller appeared for the plaintiffs; and Mr. Laing, K.C., and Mr. Bateson for the defendants.

Mr. Justice Bucknill, in giving judgment, after stating the facts, said that the *Ajao* was, no doubt, in a position of considerable danger when she was lying beached on the coral reef. But it appeared from the evidence that there was other salvage assistance which would have been available if the *Hermes* had not been there. The services involved no danger or risk to the salvors; but, as laid down by the Court of Appeal approving the judgment of Mr. Justice Gorell Barnes, in the case of the *Glengyle*, 1895, p. 97, it was right to encourage people to maintain salvage vessels of the nature of the *Hermes*. The award, however, must not, merely because the value of the property saved was very great, be out of all proportion to the services. Taking all the circumstances of the case into account, he should award the sum of £7,000.

## WHAT IS BAD AIR?

In the *Lancet* there is an interesting article on the vexed question of "What is Bad Air?" and the exact nature of the vitiating constituents of the human breath. So far as is known, the chief constituent added to the air by respiration is carbonic acid gas. Under ordinary circumstances human beings can breathe without inconvenience an atmosphere charged with a certain amount of carbonic acid gas, but if this acid in the air be raised only to one-tenth per cent. by human respiration the resulting air is most unwholesome and detrimental. Between the carbonic acid of human breath and that obtained from combustion or other sources there is no chemical difference. The conclusion is therefore forced upon us that there must be in human breath an accompanying poisonous constituent as yet unknown to science. Much has recently been said about the air in the tube railways, but analysis only shows that the air of the "tube," though unwholesome and often offensive, is very little worse than that of an ordinary inhabited room. To ascertain the nature of this poisonous constituent, a much more extended inquiry than has hitherto been carried out is needed.

## LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *Nippon Maru*, with mails, &c., left Manila for this port on the 1st inst. at 2 p.m., and is due here about noon to-day.

The "Glen" Line steamer *Glengarry* left Singapore on the 1st inst., and is due here on the 6th inst.

The C.P.R. steamer *Empress of Japan* arrived at Vancouver at 2 p.m. on the 1st inst.

The O.R.S. steamer *Agamemnon* left Singapore at noon on the 1st inst., and is expected here on the 6th inst.

The P. & A. steamer *Indraguna* arrived at Portland (Or.) on the 31st ult., p.m.

## IF YOU REQUIRE BOTTLED ALES, BEERS AND STOUTS, BUY THE BEST

Ind. Coops & Co's.	Per 8 Dos. Pts.	1850 8235
Base, Light Gravity	4	Qts. 19.00 475
Base, Light Gravity	8	Pts. 21.00 285
Base, Dark Head...	4	Qts. 22.00 580
Do. do. do.	8	Pts. 27.00 340
Dortmund, Pilsener	4	Qts. 18.00 450
Do. do. do.	8	Pts. 18.00 300
El Capitan, do.	4	Qts. 16.50 275
Do. do. do.	8	Pts. 16.50 275
Jubilee, do.	4	Qts. 16.50 415
Do. do. do.	8	Pts. 16.50 275
Manila, Dark	4	Qts. 17.00 425
Do. do. do.	8	Pts. 17.00 285
Blatz, American	4	Qts. 28.00 470
Do. do. do.	8	Pts. 28.00 290
Yokohama, Japanese	8	Pts. 16.00 210
Yokohama, Japanese	8	Pts. 17.00 220

## STOUT.

Ind. Coops & Co's.	Per 8 Dos. Pts.	1850 8245
Guinness, Boar's	4	Qts. 20.00 500
Guinness, Boar's	8	Pts. 25.00 315

## H. PRICE &amp; CO.

12, QUEEN'S ROAD. [41]

GRACA & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS, 53, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Electrical Post Card Albums, Historical Post Cards, Panoramas of Hongkong, Chinese Customs, Views, &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Loose, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference. [255]

DAVID CORNAR & SON  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBEG & CO.  
Sole Agents.  
8531 THE HONGKONG DIRECTORY.

THE TOWN DEPOT WAS OPENED  
on WEDNESDAY, the 1st APRIL.  
G. W. GEGG,  
Manager.  
Hongkong, 1st April, 1903. 1036

## PAINTING.

LESSONS given in PAINTING by an experienced Artist.  
Apply to—  
K. 100,  
Care of Daily Press Office.  
Hongkong, 25th March, 1903. [359]  
NOW ON SALE,

THE  
DIRECTOR AND CHRONICLE  
FOR  
CHINA, JAPAN, COREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHER-  
LANDS INDIA, PHILIP-  
PINES, BORNEO, &c.,  
WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY  
AND  
THE HONGKONG DIRECTORY  
AND HONG LIST FOR THE FAR EAST  
FOR  
1903.  
THE FORTY-FIRST ANNUAL ISSUE.

THE CHRONICLE AND DIRECTORY, although printed in smaller type than formerly, and condensed in every possible manner, contains every year more pages.  
Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,574, 85.00. Directory only pp. 1,178, 35.00.

JUST PUBLISHED—2ND (REVISED), EDITION.

THE FRENCH IN TONKIN AND SOUTH CHINA. By ALFRED CUNNINGHAM. Sixty Illustrations and One Map. Price 3s.

ON SALE AT LOCAL BOOKSELLERS.

PRESS NOTICES.  
"This volume places before the English reader the best description of the Southern French colonies in the Far East that has yet appeared."—*SHANGHAI MINGPOET*.

"Many of us in the Far East have read books on Tonkin, ancient and modern, but a knowledge of things as they are there to-day, of what has been accomplished under M. Doumer's administration is far from common. The author has written what he set out to do, a very readable and accurate sketch of the colony as it is at present."—*BAKONG TIMES*.

THE BOOK WILL BE FOUND TO BE A COMPLETE GUIDE TO THE HANOI EXPOSITION.

Hongkong, 17th October, 1902. [3776]

CHUNG NGAI SAN PO  
(Chinese Daily Press).

PUBLISHED DAILY.

is the oldest and still immeasurably the best m<sup>d</sup>ium for Advertising among the

Native Community.

Established for nearly FORTY YEARS

circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translations free) can be obtained at the Office, 131, Des Voeux Road Central, Hongkong, 131, Fleet Street, London; or from the different Agents.

Documents translated from or into Classic or Colloquial Chinese.



**NOTICE.**  
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press. Codes: A.B.C., 5th Ed.  
P.O. Box, 38, Telephone No. 12.

## NEW ADVERTISEMENTS

## GOVERNMENT NOTIFICATION.

Information has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out at Lyman from 8-inch Howitzers on WEDNESDAY, the 8th APRIL, 1903, at Targets in a South-Easterly direction.  
Practice will commence at about 10 a.m.  
By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 3rd April, 1903. [1054]

## TO LET.

**TOP FLAT OF "SEAVIEW,"** WANCHAI GAP ROAD. Cool and healthy situation. Full view of harbour.  
No. 6, REDNAXLA TERRACE.  
No. 31, MOSQUE JUNCTION.  
And others to suit various requirements.  
S. SETH,  
Care of the Dairy Farm Co. Ltd.  
Hongkong, 3rd April, 1903. [1056]

## FOR YOKOHAMA AND KOBE.

**THE H.A.L. Steamship**  
"SERBIA,"  
Captain Deinat, will be despatched for the above ports TO-MORROW, the 4th inst., at 4 P.M.  
For Freight apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 2nd April, 1903. [1052]

## FROM HAMBURG, EMDEN, PENANG AND SINGAPORE.

**THE H.A.L. Steamship**  
"SERBIA,"  
Captain Deinat, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, 2nd inst.  
Any Cargo impeding her discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.  
Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 2nd April, 1903. [1051]

## STEAMSHIP "TONKIN."

## COMPAGNIE DES MESSEGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. Douro, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures, and Valuables, are being landed and stored at their risks, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., to-day, the 1st inst., requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Wednesday, the 8th inst., at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 8th inst., or they will not be recognised.  
All damaged packages will be examined on Wednesday, the 8th inst., at 3 P.M.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 1st April, 1903. [2]

## THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain:

Leading Articles.—  
The Colony's Criminal Statistics.  
The Governor and the Chinese Community.  
Passenger Communication Along the Coast.  
Trade in the Interior.  
The Unrest in China.  
The Labour Question.  
Sanitary Board.  
The Supreme Court.  
Watkins, Limited—Annual Meeting.  
Campbell, Moore & Co. Ltd.  
Hongkong Volunteer Corps.  
Correspondence.—  
Some Thoughts on the Currency Question.  
Unlimited Philanthropy.  
Obituary in the Colony.  
The Navy League Catechism.  
Terrible Tragedy on the High Seas.  
The Plague Roll.  
Silver Bullion for the Philippines.  
Hongkong Colonial Church Council.  
Missions in China.  
Canton Notes.  
Review.—  
History of the Union Church.  
Football.  
Cricket.  
Artillery Sports.  
Hongkong Schools Sports.  
Royal Hongkong Yacht Club.  
Hongkong and Kowloon News.  
Subscription: \$12 per Annum, payable in advance; postage, \$2.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.  
Hongkong, 3rd April, 1903.

NEW ADVERTISEMENTS  
HONGKONG RIFLE ASSOCIATION.  
PROGRAMME OF THE TWENTY-FIRST ANNUAL PRIZE MEETING TO BE HELD AT KOWLOON.

ON FRIDAY, SATURDAY AND MONDAY, April 10th, 11th and 13th, 1903.

UNDER the distinguished Patronage of His Excellency Sir H. A. BLAKE, G.C.M.G., Vice-Admiral Sir CYPRIAN BRIDGE, K.C.B., H.E. Major-General Sir W. J. GASCOIGNE, K.C.M.G.

1.—CHAMPIONSHIP, 1st STAGE.—Distance 200 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.  
2.—CHAMPIONSHIP, 1st STAGE.—Distance 500 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.  
3.—CHAMPIONSHIP, 1st STAGE.—Distance 600 yards. Members only. No. of Shots—Seven. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

4.—CHAMPIONSHIP, 1st STAGE.—For competitors whose respective scores in Nos. 1, 2 and 3 make up the highest aggregate. Entrance fee 50 cents.  
1st Prize... \$20  
2nd " " " 15  
3rd " " " 10  
4th " " " 5

5.—CHAMPIONSHIP, 2ND STAGE.—Distance 500 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

6.—CHAMPIONSHIP, 2ND STAGE.—Distance 600 yards. Members only. No. of Shots—Fifteen. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

7.—CHAMPIONSHIP, 2ND STAGE.—For competitors whose respective scores in Nos. 5 and 6 make up the highest aggregate. Entrance fee 50 cents.  
1st Prize... \$20  
2nd " " " 15  
3rd " " " 10  
4th " " " 5

8.—CHAMPIONSHIP, 3RD STAGE.—Distance 700 yards. Members only. No. of Shots—Ten. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

9.—CHAMPIONSHIP, 3RD STAGE.—Distance 800 yards. Members only. No. of Shots—Fifteen. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

10.—CHAMPIONSHIP, 3RD STAGE.—For competitors whose respective scores in Nos. 8 and 9 make up the highest aggregate. Entrance fee 50 cents.  
1st Prize... \$20  
2nd " " " 15  
3rd " " " 10  
4th " " " 5

11.—CHAMPIONSHIP, 3RD STAGE.—For competitors whose respective scores in the three stages of the Championship make up the highest aggregate. Entrance fee \$1.00. Prizes to be selected by winners in order of merit as laid down by Rule 12. Seven to ten prizes according to number of entries, \$50 to be added to winner of First Prize.

12.—NURSERY.—Distance 200 yards. Restricted to members other than A Class Shots, who joined the Rifle Association on or before 1st April, 1903. No. of Shots—Seven. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

13.—NURSERY.—Distance 500 yards. Restricted to members other than A Class Shots, who joined the Rifle Association on or before 1st April, 1903. No. of Shots—Seven. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

14.—NURSERY.—Distance 600 yards. Restricted to members other than A Class Shots, who joined the Association on or before 1st April, 1903. No. of Shots—Seven. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

15.—NURSERY AGGREGATE.—For Competitors whose respective scores in Nos. 12, 13 and 14 make up the highest aggregate. (For List of A Class Shots see Appendix to Official Programme). Entrance fee \$1. Three prizes to be selected in order of merit as laid down by Rule 12.

16.—ALL COMERS.—Competitions for all comers, Rifles or Carbines, will take place simultaneously with the for going events at ranges 200, 500, 600 and 800 yards. No. of Shots—Five at each range. Unlimited entries. Entrance 30 cents per shot. 1st Prize at each range... \$15  
2nd " " " 10  
3rd " " " 5

17.—ALL COMERS' AGGREGATE.—For competitors whose respective highest scores at each range in No. 16 make up the highest aggregate. Entrance \$1. Prizes to be selected by winners in order of merit as laid down by Rule 12.

18.—LADIES' NOMINATION.—Open to Lady Members or their Nominees. Distance 300 yards. No. of Shots—Seven. No entrance fee. Prizes presented. See Conditions Nos. 3 and 12.

19.—LADIES' COMPETITION.—Open to Lady Members only. Distance 200 yards. No. of Shots—Seven. No entrance fee. Two prizes.

20.—CONSOLATION.—Open to all Members who have not won a prize at this Meeting. Distance 200 yards. No. of Shots—Seven. No entrance fee. One prize.

Programmes and Entry Forms may be obtained from, and Subscriptions paid to, M. S. NOETHCOTE, 5, Queen's Road.  
Hongkong, 3rd April, 1903. [1057]

**WANTED.**  
BY a British Mercantile Firm, a JUNIOR OFFICE ASSISTANT.  
Apply by letter to—  
K. M.,  
Care of Daily Press Office.  
Hongkong, 3rd April, 1903. [1053]

**WANTED.**  
An Experienced BOOKKEEPER, British Nationality.  
Apply by letter to—  
TENEDOR,  
Care of Daily Press Office.  
Hongkong, 3rd April, 1903. [1055]

**AUCTION**  
**PUBLIC AUCTION.**  
THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (FRIDAY), the 3rd APRIL, 1903, at 2.30 P.M., at his Sales Rooms, Queen's Road, The STOCK-IN-TRADE of Mr. I. NAKAZAWA'S JAPANESE CURIO SHOP, No. 11, Beaconsfield Arcade, comprising:  
OLD and MODERN SATSUMA, MUKUZA, KANGA and CHOISONNE, BRONZES, LACQUERED WARE, &c.; OIL PAINTED PANELS, INLAID CABINETS, &c., &c., &c.  
Catalogues will be issued.  
TERMS OF SALE:—As Customary.  
V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 1st April, 1903. [1024]

**PUBLIC AUCTION.**  
THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (SATURDAY), the 4th APRIL, 1903, at 2.30 P.M., at his Sales Rooms, Duddell Street, (FOR ACCOUNT OF THE CONCERNED), A QUANTITY OF HOUSEHOLD FURNITURE, comprising:  
WARDROBES, TOILET TABLES, WARDSTANDS, BEDSTEADS, SIDEBOARD, DINING TABLE and CHAIRS, DINNER WAGGON, OVERMANTELS, BOOKCASE, TAPESTRY COVERED CHAIRS, TABLES, LACE CURTAINS, GLASS and CROCKERY-WARE CUTLERY, &c., &c., &c.  
On view from Friday, the 3rd April.  
Catalogues will be issued.  
TERMS:—Cash on delivery.  
GEO. F. LAMBERT,  
Auctioneer.  
Hongkong, 31st March, 1903. [1005]

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 4th APRIL, 1903, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, A Fine and Choice Collection of JAPANESE CURIOS, comprising:  
SILK EMBROIDERED SCREENS, GOLD and BLACK LACQUERED WARE, OLD SATSUMA VASES, BOWLS, and PLATES, IVORY INLAID PANELS, CABINETS, KAKEMONOS, CLOISONNE WARE, IVORY CARVINGS, OLD BRONZES, TEA SETS, JAPANESE PICTURES and OIL PAINTINGS, &c.;  
Also  
2 POSTAGE STAMP ALBUMS with about 1,500 ASSORTED STAMPS each.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 2nd April, 1903. [1049]

**PUBLIC AUCTION.**  
MESSRS. HUGHES & HOUGH have received instructions to Sell by Public Auction, on WEDNESDAY, the 15th APRIL, 1903, at their Offices in Ice House Street, at 3 P.M., THE VALUABLE LEASEHOLD PROPERTY, known and registered in the Land Office as SECTIONS D & E AND THE REMAINING PORTION OF INLAND LOT NO. 704, with the premises on the said Remaining Portion of Inland Lot No. 704, now known as Fernside, Robinson Road. The property will be sold in 3 lots particulars whereof are as follows:—  
Lot No. 1. The Remaining Portion of Inland Lot No. 704 with the premises thereon now known as Fernside, Robinson Road. With and subject to certain rights of way. Crown Lease term: 99 years. Area: 14,985 square feet; Crown rent of whole Lot: \$35. Proportion of Crown rent: \$10.06.  
Lot No. 2. Section D of Inland Lot No. 704. With a certain right of way. Area: 7,020 square feet. Proportion of Crown rent: \$4.70.  
Lot No. 3. Section E of Inland Lot No. 704. With a certain right of way. Area: 6,775 square feet. Proportion of Crown rent: \$4.54.  
For further Particulars and Conditions of Sale apply to—  
THE AUCTIONEERS,  
Messrs. DEACON & HASTINGS,  
10, Queen's Road Central,  
Solicitors for the Vendors.  
Hongkong, 2nd April, 1903. [1049]

## AN OPPORTUNITY FOR AMERICAN AND EUROPEAN ENTERPRISE IN PROGRESSIVE HONGKONG.

**THE QUEEN'S HOTEL,** situate at Kowloon, within a few minutes' walk of the principal landing stages of the SECOND SEAPORT IN THE WORLD, and on the Trunk Road of the Projected HONGKONG-CANTON RAILWAY, is FOR LEASE ON VERY EASY TERMS, owing to Proprietor having to leave the Colony.  
The Elite Establishment, patronized by the residents of Hongkong and Kowloon, and by the Shipping Community calling at this Far Eastern entrepot of trade.  
An exceptionally large and showy building, capable of extension, with large piece of vacant land adjoining.  
Bounded by main roads leading to the Docks and Warehouses.  
The Establishment has been conducted as a First-Class Hotel and is a profitable investment. Is capable of still larger returns if management is taken over by person devoting exclusive attention to the business.  
Inspection of Books allowed to any one making bona fide Offers for Lease, &c.  
For Full Particulars, apply to—  
H. HUTTON-JEE,  
D'Aguilar Street, Hongkong.  
Hongkong, 26th February, 1903. [651]

**BANKS**  
**HONGKONG SAVINGS BANK.**  
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2 per cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 1st May, 1902. [20]

**HONGKONG & SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$10,000,000  
STERLING RESERVE.....\$10,000,000  
SILVER RESERVE.....5,500,000  
RESERVE LIABILITIES OF PROPRIETORS.....\$10,000,000  
COURT OF DIRECTORS:  
A. J. RAYMOND, Esq.—Chairman.  
H. E. TOMKINS, Esq.—Deputy Chairman.  
G. Balloch, Esq.  
Hon. C. W. Dickson, Esq.  
H. Goetz, Esq.  
G. H. Medhurst, Esq.  
C. Micholus, Esq.  
H. Schubart, Esq.  
H. Shollin, Esq.  
Hon. R. Sheehan, Esq.  
N. A. Slobs, Esq.  
CHIEF MANAGER: Hongkong—J. R. M. SMITH.  
MANAGER: Shanghai—H. M. DEWIS.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per Cent. per Annum on the daily balance.  
On FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/4 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
J. R. M. SMITH, Chief Manager.  
Hongkong, 25th March, 1903. [19]

**THE DEUTSCH-ASIATISCHE BANK.**  
PAID-UP CAPITAL.....Sh. Tels. 5,000,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.  
BRANCHES: Calcutta, Hankow, Tientsin, Tsingtau (Kiautschow).  
LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENTS DIRECTION DER DISCONTO GESELLSCHAFT.  
INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
H. FIGGE, Manager.  
Hongkong, 4th October, 1902. [24]

**THE YOKOHAMA SPECIE BANK LIMITED.**  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED...Yen 24,000,000  
CAPITAL PAID-UP....." 18,000,000  
CAPITAL UNPAID....." 6,000,000  
RESERVE FUND....." 9,000,000  
HEAD OFFICE—YOKOHAMA.  
BRANCHES AND AGENCIES:  
Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang, Peking.  
THE LONDON JOINT STOCK BANK, LIMITED, PAIR'S BANK, LIMITED.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On fixed deposits for 12 months 5 1/2 per annum.  
" " " 6 " " " 6 1/2 " " " 7 " " " 7 1/2 " " " 8 " " " 8 1/2 " " " 9 " " " 9 1/2 " " " 10 " " " 10 1/2 " " " 11 " " " 11 1/2 " " " 12 " " " 12 1/2 " " " 13 " " " 13 1/2 " " " 14 " " " 14 1/2 " " " 15 " " " 15 1/2 " " " 16 " " " 16 1/2 " " " 17 " " " 17 1/2 " " " 18 " " " 18 1/2 " " " 19 " " " 19 1/2 " " " 20 " " " 20 1/2 " " " 21 " " " 21 1/2 " " " 22 " " " 22 1/2 " " " 23 " " " 23 1/2 " " " 24 " " " 24 1/2 " " " 25 " " " 25 1/2 " " " 26 " " " 26 1/2 " " " 27 " " " 27 1/2 " " " 28 " " " 28 1/2 " " " 29 " " " 29 1/2 " " " 30 " " " 30 1/2 " " " 31 " " " 31 1/2 " " " 32 " " " 32 1/2 " " " 33 " " " 33 1/2 " " " 34 " " " 34 1/2 " " " 35 " " " 35 1/2 " " " 36 " " " 36 1/2 " " " 37 " " " 37 1/2 " " " 38 " " " 38 1/2 " " " 39 " " " 39 1/2 " " " 40 " " " 40 1/2 " " " 41 " " " 41 1/2 " " " 42 " " " 42 1/2 " " " 43 " " " 43 1/2 " " " 44 " " " 44 1/2 " " " 45 " " " 45 1/2 " " " 46 " " " 46 1/2 " " " 47 " " " 47 1/2 " " " 48 " " " 48 1/2 " " " 49 " " " 49 1/2 " " " 50 " " " 50 1/2 " " " 51 " " " 51 1/2 " " " 52 " " " 52 1/2 " " " 53 " " " 53 1/2 " " " 54 " " " 54 1/2 " " " 55 " " " 55 1/2 " " " 56 " " " 56 1/2 " " " 57 " " " 57 1/2 " " " 58 " " " 58 1/2 " " " 59 " " " 59 1/2 " " " 60 " " " 60 1/2 " " " 61 " " " 61 1/2 " " " 62 " " " 62 1/2 " " " 63 " " " 63 1/2 " " " 64 " " " 64 1/2 " " " 65 " " " 65 1/2 " " " 66 " " " 66 1/2 " " " 67 " " " 67 1/2 " " " 68 " " " 68 1/2 " " " 69 " " " 69 1/2 " " " 70 " " " 70 1/2 " " " 71 " " " 71 1/2 " " " 72 " " " 72 1/2 " " " 73 " " " 73 1/2 " " " 74 " " " 74 1/2 " " " 75 " " " 75 1/2 " " " 76 " " " 76 1/2 " " " 77 " " " 77 1/2 " " " 78 " " " 78 1/2 " " " 79 " " " 79 1/2 " " " 80 " " " 80 1/2 " " " 81 " " " 81 1/2 " " " 82 " " " 82 1/2 " " " 83 " " " 83 1/2 " " " 84 " " " 84 1/2 " " " 85 " " " 85 1/2 " " " 86 " " " 86 1/2 " " " 87 " " " 87 1/2 " " " 88 " " " 88 1/2 " " " 89 " " " 89 1/2 " " " 90 " " " 90 1/2 " " " 91 " " " 91 1/2 " " " 92 " " " 92 1/2 " " " 93 " " " 93 1/2 " " " 94 " " " 94 1/2 " " " 95 " " " 95 1/2 " " " 96 " " " 96 1/2 " " " 97 " " " 97 1/2 " " " 98 " " " 98 1/2 " " " 99 " " " 99 1/2 " " " 100 " " " 100 1/2 " " " 101 " " " 101 1/2 " " " 102 " " " 102 1/2 " " " 103 " " " 103 1/2 " " " 104 " " " 104 1/2 " " " 105 " " " 105 1/2 " " " 106 " " " 106 1/2 " " " 107 " " " 107 1/2 " " " 108 " " " 108 1/2 " " " 109 " " " 109 1/2 " " " 110 " " " 110 1/2 " " " 111 " " " 111 1/2 " " " 112 " " " 112 1/2 " " " 113 " " " 113 1/2 " " " 114 " " " 114 1/2 " " " 115 " " " 115 1/2 " " " 116 " " " 116 1/2 " " " 117 " " " 117 1/2 " " " 118 " " " 118 1/2 " " " 119 " " " 119 1/2 " " " 120 " " " 120 1/2 " " " 121 " " " 121 1/2 " " " 122 " " " 122 1/2 " " " 123 " " " 123 1/2 " " " 124 " " " 124 1/2 " " " 125 " " " 125 1/2 " " " 126 " " " 126 1/2 " " " 127 " " " 127 1/2 " " " 128 " " " 128 1/2 " " " 129 " " " 129 1/2 " " " 130 " " " 130 1/2 " " " 131 " " " 131 1/2 " " " 132 " " " 132 1/2 " " " 133 " " " 133 1/2 " " " 134 " " " 134 1/2 " " " 135 " " " 135 1/2 " " " 136 " " " 136 1/2 " " " 137 " " " 137 1/2 " " " 138 " " " 138 1/2 " " " 139 " " " 139 1/2 " " " 140 " " " 140 1/2 " " " 141 " " " 141 1/2 " " " 142 " " " 142 1/2 " " " 143 " " " 143 1/2 " " " 144 " " " 144 1/2 " " " 145 " " " 145 1/2 " " " 146 " " " 146 1/2 " " " 147 " " " 147 1/2 " " " 148 " " " 148 1/2 " " " 149 " " " 149 1/2 " " " 150 " " " 150 1/2 " " " 151 " " " 151 1/2 " " " 152 " " " 152 1/2 " " " 153 " " " 153 1/2 " " " 154 " " " 154 1/2 " " " 155 " " " 155 1/2 " " " 156 " " " 156 1/2 " " " 157 " " " 157 1/2 " " " 158 " " " 158 1/2 " " " 159 " " " 159 1/2 " " " 160 " " " 160 1/2 " " " 161 " " " 161 1/2 " " " 162 " " " 162 1/2 " " " 163 " " " 163 1/2 " " " 164 " " " 164 1/2 " " " 165 " " " 165 1/2 " " " 166 " " " 166 1/2 " " " 167 " " " 167 1/2 " " " 168 " " " 168 1/2 " " " 169 " " " 169 1/2 " " " 170 " " " 170 1/2 " " " 171 " " " 171 1/2 " " " 172 " " " 172 1/2 " " " 173 " " " 173 1/2 " " " 174 " " " 174 1/2 " " " 175 " " " 175 1/2 " " " 176 " " " 176 1/2 " " " 177 " " " 177 1/2 " " " 178 " " " 178 1/2 " " " 179 " " " 179 1/2 " " " 180 " " " 180 1/2 " " " 181 " " " 181 1/2 " " " 182 " " " 182 1/2 " " " 183 " " " 183 1/2 " " " 184 " " " 184 1/2 " " " 185 " " " 185 1/2 " " " 186 " " " 186 1/2 " " " 187 " " " 187 1/2 " " " 188 " " " 188 1/2 " " " 189 " " " 189 1/2 " " " 190 " " " 190 1/2 " " " 191 " " " 191 1/2 " " " 192 " " " 192 1/2 " " " 193 " " " 193 1/2 " " " 194 " " " 194 1/2 " " " 195 " " " 195 1/2 " " " 196 " " " 196 1/2 " " " 197 " " " 197 1/2 " " " 198 " " " 198 1/2 " " " 199 " " " 199 1/2 " " " 200 " " " 200 1/2 " " " 201 " " " 201 1/2 " " " 202 " " " 202 1/2 " " " 203 " " " 203 1/2 " " " 204 " " " 204 1/2 " " " 205 " " " 205 1/2 " " " 206 " " " 206 1/2 " " " 207 " " " 207 1/2 " " " 208 " " " 208 1/2 " " " 209 " " " 209 1/2 " " " 210 " " " 210 1/2 " " " 211 " " " 211 1/2 " " " 212 " " " 212 1/2 " " " 213 " " " 213 1/2 " " " 214 " " " 214 1/2 " " " 215 " " " 215 1/2 " " " 216 " " " 216 1/2 " " " 217 " " " 217 1/2 " " " 218 " " " 218 1/2 " " " 219 " " " 219 1/2 " " " 220 " " " 220 1/2 " " " 221 " " " 221 1/2 " " " 222 " " " 222 1/2 " " " 223 " " " 223 1/2 " " " 224 " " " 224 1/2 " " " 225 " " " 225 1/2 " " " 226 " " " 226 1/2 " " " 227 " " " 227 1/2 " " " 228 " " " 228 1/2 " " " 229 " " " 229 1/2 " " " 230 " " " 230 1/2 " " " 231 " " " 231 1/2 " " " 232 " " " 232 1/2 " " " 233 " " " 233 1/2 " " " 234 " " " 234 1/2 " " " 235 " " " 235 1/2 " " " 236 " " " 236 1/2 " " " 237 " " " 237 1/2 " " " 238 " " " 238 1/2 " " " 239 " " " 239 1/2 " " " 240 " " " 240 1/2 " " " 241 " " " 241 1/2 " " " 242 " " " 242 1/2 " " " 243 " " " 243 1/2 " " " 244 " " " 244 1/2 " " " 245 " " " 245 1/2 " " " 246 " " " 246 1/2 " " " 247 " " " 247 1/2 " " " 248 " " " 248 1/2 " " " 249 " " " 249 1/2 " " " 250 " " " 250 1/2 " " " 251 " " " 251 1/2 " " " 252 " " " 252 1/2 " " " 253 " " " 253 1/2 " " " 254 " " " 254 1/2 " " " 255 " " " 255 1/2 " " " 256 " " " 256 1/2 " " " 257 " " " 257 1/2 " " " 258 " " " 258 1/2 " " " 259 " " " 259 1/2 " " " 260 " " " 260 1/2 " " " 261 " " " 261 1/2 " " " 262 " " " 262 1/2 " " " 263 " " " 263 1/2 " " " 264 " " " 264 1/2 " " " 265 " " " 265 1/2 " " " 266 " " " 266 1/2 " " " 267 " " " 267 1/2 " " " 268 " " " 268 1/2 " " " 269 " " " 269 1/2 " " " 270 " " " 270 1/2 " " " 271 " " " 271 1/2 " " " 272 " " " 272 1/2 " " " 273 " " " 273 1/2 " " " 274 " " " 274 1/2 " " " 275 " " " 275 1/2 " " " 276 " " " 276 1/2 " " " 277 " " " 277 1/2 " " " 278 " " " 278 1/2 " " " 279 " " " 279 1/2 " " " 280 " " " 280 1/2 " " " 281 " " " 281 1/2 " " " 282 " " " 282 1/2 " " " 283 " " " 283 1/2 " " " 284 " " " 284 1/2 " " " 285 " " " 285 1/2 " " " 286 " " " 286 1/2 " " " 287 " " " 287 1/2 " " " 288 " " " 288 1/2 " " " 289 " " " 289 1/2 " " " 290 " " " 290 1/2 " " " 291 " " " 291 1/2 " " " 292 " " " 292 1/2 " " " 293 " " " 293 1/2 " " " 294 " " " 294 1/2 " " " 295 " " " 295 1/2



## TO LET

**OFFICE**, Airy and Commodious, No. 3, QUEEN'S BUILDING, 2nd FLOOR. Apply—  
ON THE PREMISES.  
Hongkong, 30th March, 1903. [187]

## TO LET

**HOUSES** at Nos. 2, 3 and 4, CHIOO TERRACE, off Upper Peel Street. Each house with Five Rooms and good Servants' Quarters. Rent Moderate. Apply—  
COMPRADORE,  
Hongkong and Shanghai Banking Corporation.  
Hongkong, 31st January, 1903. [387]

## TO LET

**FROM** April 1st, the GROUND FLOOR and the TOP FLOOR of No. 41, Des Vaux Road Central. Apply to—  
C. S. L.,  
Care of 81, Queen's Road Central.  
Hongkong, 10th March, 1903. [184]

## TO LET

**"WESTBOURNE VILLA,"** North BONHAM ROAD. "THE EYRIE" PEAK FURNISHED. No. 1, CAMERON VILLAS, Mount KELLY. Nos. 3, 11, 15 & 18, BELILIOS TERRACE. "BISNEE VILLA," FORMERLY "LAND ON SEA FRONT," Kowloon, Lot No. 5, and admirably suited for the storage of coal. For terms and particulars, apply to—  
LINDSEY & DAVIS.  
Hongkong, 2nd April, 1903. [104]

## TO LET

**OFFICES** at 6, QUEEN'S ROAD CENTRAL. Apply to—  
G. GIRAULT.  
Hongkong, 3rd January, 1902. [72]

## TO LET

**FIRST FLOOR** of No. 14, BEACONS-FIELD ARCADE, Queen's Road Central. From 1st April. Suitable for an Office. For further Particulars, apply to—  
H. YEREA'S STUDIO.  
Hongkong, 10th March, 1903. [787]

## TO LET

**PRAYA EAST** Spacious Two-storied and Single-storied Godowns. Suitable for Yarn or Coal. Also Land for Coal storage. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st March, 1903. [11062]

## TO LET

**"HARTLEY" STONY BROOKS,** and "INGLEWOOD" BROOMFIELD ROAD. Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 7th March, 1903. [180]

## TO LET

**"THE RETREAT,"** MOUNT KELLY. FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 1, RYON TERRACE. GODOWNS at BOWINGTON (PRAYA EAST). HOUSES in LEIGHTON HILL ROAD. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st January, 1903. [71]

## TO LET

**TWO SPACIOUS GODOWNS**—Nos. 85 and 86, PRAYA EAST. Apply to—  
H. N. MODY,  
Victoria Buildings.  
Hongkong, 2nd December, 1902. [82]

## TO LET

**NO. 2 MACDONNELL ROAD.** No. 12, CASTLE ROAD. No. 74, CAINE ROAD (formerly No. 40). Nos. 7, 9 and 11, SEYMOUR ROAD. 1st FLOOR of No. 49, PEEL STREET. GODOWN No. 324, PRAYA EAST. Apply to—  
COMPRADORE'S DEPARTMENT.  
Nippon Yusen Kaisha.  
Hongkong, 4th March, 1903. [344]

## TO LET

**FURNISHED** completely, with possession from 1st May, semi-detached SIX-ROOMED HOUSE, No. 2, GOMES VILLAS, Des Vaux Road, Kowloon. Cool and breezy. Facing Kowloon Bay. May be inspected by appointment. Address—  
C. E.  
Care of Daily Press Office.  
Hongkong, 25th March, 1903. [938]

## TO LET

**BOARD AND RESIDENCE.** Apply to—  
9, SELBORNE VILLAS, Kennedy Road.  
Hongkong, 14th February, 1903. [52]

## TO LET

**MRS. GILLANDERS,** "GLENWOOD," 21, CAINE ROAD. Hongkong, 20th March, 1903. [915]

## TO LET

**NOS. 12 and 14, QUEEN'S ROAD CENTRAL.** Entrance by Zetland Street. Hongkong, 3rd March, 1903. [700]

## TO LET

**"TANG YUEN."** BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisine and Accommodation. Apply—  
MANAGERESS,  
Macdonnell Road.  
or  
FAIRBANK & CO., Queen's Road.  
Hongkong, 2nd March, 1903. [681]

## TO LET

**COMFORTABLY FURNISHED** ROOMS, with Board. Apply to Mrs. MATHER, 2, Poddar's Hill. Hongkong, 1st January, 1892.

## TO LET

**THE BUNGALOW** on MOUNT KELLY known as "THE SUMMER HOUSE." For Particulars, apply to—  
J. Y. V. VERNON.  
Hongkong, 24th March, 1903. [354]

## TO LET

**"E. C. ELLIS" No. 10, SAN LOURENCO, Macao.** From 1st April. Apply to—  
DR. G. P. JORDAN,  
2, Connaught Buildings.  
Hongkong, 3rd March, 1903. [688]

## TO LET

**NOS. 10, 12 and 14, LEIGHTON HILL ROAD.** For Particulars, please apply to  
MR. LI FAK,  
Care of Compradore,  
Nippon Yusen Kaisha,  
1st Floor No. 1, Prince's Building, Charter Rd.  
Hongkong, 5th December, 1902. [183]

## TO LET

**NOS. 1 & 3, "MAGDALEN TERRACE,"** Corner houses, MAGDALEN GAP. Apply to—  
SPANISH PROCURATION.  
Hongkong, 1st January, 1903. [73]

## TO LET

**SPACIOUS NEW HOUSES and FLATS,** Connaught Road, Des Vaux Road and Pottinger Street. Close to Blako Pier. Specially suitable for Offices, Stores, &c. Rents very moderate. Apply to—  
S. A. SETH,  
Dairy Farm Co.,  
or  
KWONG SUN TAI,  
34, Wing Lok Street.  
Hongkong, 27th November, 1902. [80]

## TO LET

**NO. 33, CAINE ROAD.** Available from 1st March. "COOMBE" MAGAZINE GAP. Available from 1st April. Apply—  
Daily Press Office.  
Hongkong, 18th February, 1903. [542]

## TO LET

**12, ARBUTHNOT ROAD. SIX-ROOMED HOUSE.** Apply to—  
E. A. DE CARVALHO,  
C. F. DE CARVALHO.  
Hongkong, 19th March, 1903. [894]

## TO LET

**NOTICES OF FIRMS**

## TO LET

**CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.**  
司公限有船輪華中

## TO LET

**THE OFFICES** of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR. Hongkong, 21st March, 1903. [924]

## TO LET

**THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.**

## TO LET

**NOTICE.**

## TO LET

**DURING** my temporary absence from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company. By Order of the Board of Directors, EDWARD OSBORNE, Secretary. Hongkong, 28th March, 1903. [891]

## TO LET

**THE "STAR" FERRY COMPANY, LIMITED.**

## TO LET

**NOTICE.**

## TO LET

**DURING** my temporary absence from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company. By Order of the Board of Directors, EDWARD OSBORNE, Secretary. Hongkong, 28th March, 1903. [892]

## TO LET

**NOTICE.**

## TO LET

**MR. JOSE MIGUEL ALVES** has this day been admitted a PARTNER in our Firm. L. M. ALVARES & CO. Hongkong, 1st April, 1903. [1026]

## TO LET

**WE** have authorized Mr. C. I. ELLIS to Sign our Firm and Mr. ALBERT RAYMOND to Sign same Per Procurator from this date. S. J. DAVID & CO. Hongkong, 1st April, 1903. [1027]

## TO LET

**HONGKONG JOCKEY CLUB.**

## TO LET

**THE HALF-YEARLY GENERAL MEETING** of the Members of the above Club will be held in the CITY HALL, on WEDNESDAY, the 13th APRIL, at 5 O'CLOCK P.M. By Order, J. GRANT, Secretary. Hongkong, 31st March, 1903. [1000]

## TO LET

**THE AMERICAN SYSTEM OF DENTISTRY.** DR. M. H. CHAUN, 27, Des Vaux Road Central Hongkong. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [796]

## TO LET

**WINCHESTER CARABINES.** 12 SHOT REPEATING. CALIBRE 44. Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers. ALSO CARTRIDGES IN STOCK. LUTGENS, EINSTMANN & CO. 14, Des Vaux Road. [274]

## SCIENTIFIC MISCELLANY.

**PEARL FARMING—INTESTINAL INFESTATION FROM WADING—LUBRICATION V. BALL-BEARINGS—SALT A REMEDY FOR OLD AGE—FLOWING OF ROSES—A CATARACT PRODUCING DRUG—TIN-SAVING—TYPHOID ANTITOXIN—EARLY BALKONING—GLACIER SOUNDING.**

The artificial production of pearls in large quantities is a simple problem, in the view of Dr. H. Lyster Jameson. One cause of pearl formation proves to be a worm which has its origin in the cockle or tapestry-shell, from which the larvae pass to the mussel, and may be eaten with the latter by the eider or scoter, reaching maturity in the intestines of these birds. If the larvae remain in the mussel long enough, pearls are formed. With full knowledge of the life-histories of these parasites, it is believed that pearl-oysters or pearl-mussels may be infected to any desired extent by placing them in infected company, and the infected molluscs can then be left to themselves in suitable beds until the pearls are sufficiently developed.

Two parasitic worms, bilharzia and ankylostomum, work terrible havoc among natives of Egypt. How these parasites reach the intestines has been a matter of much speculation, but Prof. Looss, accidentally infecting himself with ankylostomiasis by allowing a drop of water to rest on his hand, has been able to prove that the larva of one species at least enters the body through the skin. As the same is doubtless true of bilharzia, simple wading in the infected Nile explains the prevalence of two dread diseases.

A test of the friction of ball bearings of different sizes at different speeds has shown that at high speeds such bearings fail completely. For ordinary pressures and speeds their value seems to have been over-estimated, as they give but little less loss by friction than well polished and thoroughly oiled bearings of ordinary kind.

Of the world's rainfall, three-fourths, it is estimated, is supplied by vapor from the Pacific and Indian Oceans.

Arteriosclerosis, a hardening of the arteries through the deposit of phosphates of lime, is a common, if not universal, ill of persons who have passed middle life. In extreme cases the smaller blood vessels become closed, resulting in local ulceration and death, and in other cases the sluggish flow of blood causes anæmia and attendant evils, while the extra work put upon the heart leads to enlargement of that organ. Dr. Trunczek, a European physician, has been led to conclude that the lime deposit is due to diminishing salt in the arteries. The phosphate of lime is insoluble in distilled water but is readily dissolved in a solution of chloride of sodium, and Dr. Trunczek proposes to treat the stiffness and other troubles of old age by injections of an inorganic serum consisting of blood-serum dissolved in distilled water in ten times their normal proportion. Trial of this serum is reported by P. Goggia, a French writer, to have shown favorable action on all symptoms, though without softening hardened arteries.

The collapse of a bog from over-growth is a rather surprising and very dramatic phenomenon. The thirty or forty feet of depth of a large peat-bog, states R. Lloyd Praeger, is made up of a fairly firm surface deposit of intertwined plants and a quite dense bottom layer of decomposed matter, with a layer of thin mud between the two. A heavy rainfall or obstructed drainage may dilute the mud and swell the bog to the bursting point. Near Killarney, on Dec. 28, 1896, a large bog, 750 feet above sea-level, became ruptured along a turf cutting, and poured down the valley to Lake Killarney, 18 miles away, killing eight persons and destroying much arable land. The flow continued intermittently for five days.

Increasing attention is being given to drugs that injure the sight. A recent German case is reported in which large doses of naphthalin and castor oil for enteritis were followed by pain in the abdomen and rapid failure of vision. The patient became barely able to count one's fingers five feet away. Small white spots were seen on the crystalline lens, and remained after the restoration of general health.

A new process for recovering the great quantities of tin lost in the tinne-iron waste, has been patented in Sweden. The material is placed in a vessel of iron or other stronger electro-positive metal than tin, and this receptacle is filled with caustic alkali, a depolarizer—such as copper oxide—being also provided. An electric current is set up, the tin at the same separating as alkali stannate. When the alkali has become saturated with stannate, a current of carbonic acid is injected into the solution, causing the tin to separate as

stannic hydrate. This is treated with acid, and metallic tin is finally obtained from the resulting solution by electrolysis.

Little or no toxin being produced in artificial cultivation of the typhoid bacillus, all attempts hitherto to obtain a typhoid antitoxin have been failures. By growing the typhoid bacillus in a special culture medium from spleen and bone marrow, Chantemesse now claims to have obtained a toxin with which he has been able to immunize horses and to prepare a typhoid antitoxin. With the latter 179 cases were treated, the mortality being but 3.7 per cent, while in 1192 cases treated in the usual way at the same time the mortality was 19.3 per cent.

Balloons were used millions of years before man invented them, says Dr. Dallinger. Late studies have shown that the long glistening threads of gossamer seen in fields on early autumn days are due to spiderlings, whose first silk is woven into balloon baskets in which they float away. They cut or extend the thread's trailing from these balloons as the pressure of the atmosphere may dictate.

A hole through a glacier has been bored at last by Prof. Blomke and Hess, Bavarian students of these ice rivers. With a hand-boring machine and a special arrangement for washing out ice fragments, the Hintereis glacier in the Otztal Alps was found to have a thickness of 502 feet.

## UNCLAIMED TREASURES.

There is no lack of treasures in the world; the trouble is that they are all claimed; or if indeed there be any unclaimed (and surely there must be some such), they are so difficult to find that for the rank and file of mankind they might as well be among the claimed treasures, or not exist at all. That was a delightful complaint which Charles Reade paid to old maid when he called them "unclaimed treasures." Because a thing is unclaimed or rejected by no means implies its worthlessness. A goodly proportion of the masterpieces of literature have been rejected by publishers. Thackeray's incomparable *Vanity Fair* among the number. The only positive proof of anything being a treasure is its having stood the time test. For thousands of years, gold has everywhere been regarded as valuable, and people never seemed less inclined to go back on that opinion than they do to-day. For thirty-four years Mother Seigel's Curative Syrup has been the most popular medicine. Not a year passes without voluntary testimony of its value as a powerful and reliable remedy. It is a treasure, but by no means an unclaimed one. On the contrary, it is claimed as the family medicine in six hundred thousand (600,000) British homes. There is no matter for wonder in these figures, great as they are when the benefit which it confers is more often than not fully as great as that described in the following legally sworn declaration:—

"I, John Boddy Mintoft, of Nennington, in the county of Yorkshire, do solemnly and sincerely declare as follows:—  
"That in spite of skilled medical aid I was for many years a martyr to indigestion and a strangely disordered stomach, and that had it not been for Mother Seigel's Curative Syrup I doubt whether I should be alive to-day. For a year or two before I broke down, I never knew what it was to have a day's good health. I was always ailing. The least exertion tired me, and I felt drowsy, despondent, and miserable. Ordinarily, I had a very good appetite, but just then my food began to disagree with me, and I felt uncomfortable after it. There was a fulness and distension of the stomach that seemed to affect the heart. My breath was very short. Finally, a pain settled in the chest and under the left shoulder. I ought to have attended to it at once, but unfortunately neglected to do so, consequently the disease developed. I had always an unpleasant taste in the mouth, and my tongue was dry and parched. My appetite, hitherto good, was now very poor, and after forcing myself to eat I often had violent pains in the stomach, and used to break out into a cold perspiration, feeling so chilled that I shivered from head to foot. My condition becoming so serious, I consulted a doctor; but in spite of all he did for me I grew worse, and at the end of six weeks was advised to go into a hospital with great kindness, but I think my case must have puzzled the doctors for, after detaining me eleven weeks, they sent me away cured. Then began the most painful period of my illness. When I got home my mother was shocked at my appearance. She has since said that she believed I had come home to die. I was troubled with obstinate constipation, my sleep was broken, and when I lay awake it seemed as if the bed were sinking under me. Night sweats robbed me of the little strength I had left, and I was soon so weak that I could scarcely walk across the room. To go up-stairs, I had to crawl on my hands and knees, and it was only with the greatest difficulty that I got down to the sofa again next day. Thus I was for three years a confirmed invalid. Meanwhile, I had seen a specialist whose treatment seemed to do me good at first; but in the end I found myself as bad as ever. Almost in despair, and as a last resource I tried Mother Seigel's Curative Syrup. Ah, if only I had tried it before! I began to mend as soon as I had taken half of the first bottle. My appetite improved, slightly it is true, but what I ate agreed with me. The night sweats ceased, and gradually strength returned, so that by the aid of a walking stick I could get about. My convalescence was a long one, but by persevering with the Syrup, all the bad symptoms left me, and I was able to resume my work again. My present employment is a very arduous one, compelling me to expose myself to all kinds of weather; still, I feel none the worse for it. Believing that it may benefit some other sufferer, I regard it as my duty to make these facts known. And I make this solemn declaration conscientiously believing the same to be true. By virtue of the Statutory Declaration Act of 1935 (William IV. c. 63), Declared at Malton, in the county of Yorkshire, the 6th of May, 1902, by John Boddy Mintoft, before Arthur L. C. Russell, a Commissioner for Oaths."

The bad germs causing the bad smells of soap factories are bad for the skin. Vinolia Soap is sweet, pure, and emollient.

1347—4

SALE! SALE!! SALE!!!

FOR ONE MONTH ONLY FROM APRIL 1st TO 30th.

REDUCED BELOW COST.

THE WHOLE OF OUR STOCK OF

SUMMER DRESS GOODS.

MUSLINS, SILKS, FANCY FLANNELS, CASHMERES,

ALPACCAS, SHIRTINGS, PRINTS, &amp;c.

MUST BE CLEARED TO MAKE ROOM FOR NEW STOCK.

WM. POWELL, LD.,

34, QUEEN'S ROAD.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEI-HAI-WEI.

AGENTS—

JARDINE, MATHESON &amp; CO.

RICHMOND GEM CIGARETTES.

RICHMOND GEM CIGARETTES ARE MADE FROM PURE SUN-CURED VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.

"THE NEATEST THING OF THE DAY."

Packed by a special vacuum process in air-tight tins of 50's, with bamboo mouthpieces and a handsome curved Cigarette Case which fits the pocket.

TO BE OBTAINED OF MESSRS. KRUSE &amp; CO.

MANUFACTURED BY

THE AMERICAN TOBACCO CO.

BRANCH

BRITISH-AMERICAN TOBACCO

COMPANY, LIMITED.

JUST LANDED.

CELEBRATED

AMERICAN BEER

"LEMP"

G. GIRAULT, AGENT.

[240]



UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## When Your Joints Are Stiff

and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. USE

Painkiller

[2727—1]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIBERS are hereby notified that all Telephone Rentals and other subscriptions, as at present payable to this Company, will be increased by 25 per cent. as from the first day of July, 1903.

W. STUART HARRISON, Manager.  
Hongkong, 2nd April, 1903. [1043]



## SHIPPING.

## ARRIVALS.

April 1, PROTEUS, Norwegian str., 1,023. Moller, Manila 28th Mar., Ballast.—EAST ASIATIC TRADING CO.  
 April 1, BERBIA, German str., 2,377. Demat, Hamburg via Ports 12th Feb. General.—HAMBURG-AMERICA LINE.  
 April 2, AMIGO, German str., from Canton.  
 April 2, FAUSANO, British str., from Canton.  
 April 2, KAMAKURA MARU, Japanese str., 2,796. H. Peterson, Shanghai 30th March, General.—NIPPON YUSEN KAISHA.  
 April 2, KYOTO, Japanese str., 2,644. Fukui, Moji 27th March, Coal.—MITSUBISHI TRADING CO.  
 April 2, LOONGSANG, British str., 1,622. Weigall, Manila 30th March, General.—JARDINE, MATHESON & CO.  
 April 2, PRONTO, Norwegian str., 837. Seeborg, Newchwang 25th March, General.—SANDER, WISEL & CO.  
 April 2, TAILER, German str., 769. P. Michelsen, Saigon 28th March, Rice.—MAYES & CO.  
 April 2, TYE, Norwegian str., from Canton.  
 April 2, WINELAND, Danish str., 909. Dago, Saigon 29th March, Rice.—EAST ASIATIC TRADING CO.

## CLEARANCES.

## AT THE HARBOR MASTER'S OFFICE.

2nd April.  
 Alford, British str., for Moji.  
 Daiya Maru, Japanese str., for Moji.  
 Hangang, Chinese str., for Canton.  
 Kwangshah, Chinese str., for Shanghai.  
 Kwangshah, British str., for Shanghai.  
 Nippon, Austrian str., for Trieste.  
 Thales, British str., for Swatow.  
 Tonkin, French str., for Shanghai.

## DEPARTURES.

2nd April.  
 ATHOLL, British str., for San Francisco.  
 BLUENHIS, British str., for Japan.  
 DAIYA MARU, Japanese str., for Moji.  
 HANGANG, British str., for Canton.  
 KWANGSHAH, Chinese str., for Shanghai.  
 KWANGSHAH, British str., for Shanghai.  
 NIPPON, Austrian str., for Trieste.  
 THALES, British str., for Swatow.  
 TONKIN, French str., for Shanghai.

## VESSELS IN DOCK.

2nd April.  
 ABERDEEN DOCKS.—Proteus, Lena.  
 Kowloon Dock.—Kishan, Compania de Filipinas, Sherman, Isla de Cuba, Zofia, U.S.S. Helena, Haimun, Montane, H.G.M.S. Jaguar, Hermes.  
 COSMOPOLITAN DOCK.—Kumang.

## VESSELS ON THE BERTH

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "LOONGSANG."

Captain G. S. Weigall, will be despatched as above TO-MORROW, the 4th April, at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 31st March, 1903. 11004

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

## "HAILONG."

Captain Gibson, will be despatched for the above ports TO-MORROW, the 4th inst., at 5 P.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 1st April, 1903. 10141

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

## "KUMSANG."

Captain Buller, will be despatched as above on TUESDAY, the 7th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st April, 1903. 10125

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTES FRANCAIS.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

## "YARRA."

Captain Nègre, will be despatched for the above ports on or about TUESDAY, the 7th April.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 31st March, 1903. 10122

## FOR SINGAPORE, RANGOON AND MOULMAIN.

THE N.D.L. Steamship

## "FREIBURG."

Captain Prosch, will be despatched for the above ports on WEDNESDAY, the 8th inst., at DAYLIGHT.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 2nd April, 1903. 10142

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Steamship

## "EASTERN."

Captain Ellis, will be despatched as above on THURSDAY, the 9th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets interchangeable with China and Manila S.S. Co., Ltd.

N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st April, 1903. 10135

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTES FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 7th April, 1903, at 11 A.M., the Company's Steamship "SYDNEY," Captain Blanc, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 6th April. Specie and Parcels received until 4 P.M., on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th March, 1903. 10123

## THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

## FOR DALNY, PORT ARTHUR AND VLADIVOSTOK.

THE Steamship

## "KITAT."

Captain Backanoff, will be ready to load here on TUESDAY, the 7th April, for the above ports, and will have quick despatch.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 28th March, 1903. 10129

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

## "EASTERN."

Captain Ellis, will be despatched as above on THURSDAY, the 9th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A Stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th March, 1903. 10129

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

## "CHUSAN."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 11th April, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 31st March, 1903. 10121

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

## VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG, 1903.

"RICHMOND CASTLE" About 20th April.

"AFRIDA" " " 30th April.

"SAGAMI" " " 15th May.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 25th March, 1903. 10142-10143

## "SHIRE" LINE OF STEAMERS.

## STEAMSHIP SERVICE TO NEW YORK via PORTS AND SUEZ CANAL.

(With liberty to call at the PHILIPPINE PORTS.)

THE First-class steamer

"PEMBROKE" will be despatched on or about FRIDAY, the 15th May.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 26th March, 1903. 10136

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI."

Captain T. Austin, R.N.,

DAILY Departures from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Stowage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, apply to SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 25th February, 1903. 10149

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 4th Apr. at DAYLIGHT.
TOKA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 7th Apr. at 4 P.M.
IOZUMI MARU	BOMBAY, via SINGAPORE and COLOMBO.	WEDNESDAY, 8th Apr. at 4 P.M.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA.	FRIDAY, 17th Apr. at NOON.
KINSHU MARU	KOBE.	FRIDAY, 17th Apr. at 4 P.M.
INABA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 18th Apr. at DAYLIGHT.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 21st Apr. at NOON.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 21st Apr. at 4 P.M.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA.	WEDNESDAY, 22nd Apr. at NOON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Savage Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. 10129

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
-----------	-------	----------	-----	---------------

ZAPIRO 2540 E. Rodger Manila Direct Sat. 4th Apr. 10 A.M.  
 PERLA 1980 J. McGinty Manila via Amoy Tue. 7th Apr. 3 P.M.  
 RUBI 2540 E. W. Almond Manila Direct Sat. 11th Apr. 10 A.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. 10127

## OSAKA SHOSHEN KAISHA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
-----	----------	---------

TAMSUI, via SWATOW AND AMOY "DAIGI MARU" SUNDAY, 5th April.  
 TAMSUI, via SWATOW AND AMOY "TAKI MARU" SUNDAY, 12th April.  
 FOCHOW, via SWATOW AND AMOY "T. OGATA" WEDNESDAY, 8th April.  
 ANPING, via SWATOW AND AMOY "ANPING MARU" WEDNESDAY, 15th April.  
 T. Saito

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered at the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 2nd April, 1903. T. ARIMA, Manager 10125

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
-----------	----------------

SACHSEN " " WEDNESDAY 15th April  
 KLAUSCHOU " " WEDNESDAY 22nd April  
 BAYERN " " WEDNESDAY 29th April  
 ZIETEN " " WEDNESDAY 6th May  
 STUTTGART " " THURSDAY 13th May  
 ROON " " THURSDAY 20th May  
 PREUSSEN " " THURSDAY 27th May  
 HAMBURG " " THURSDAY 3rd June  
 PRINZ HEINRICH " " THURSDAY 10th June

\* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 15th day of April, 1903, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain Franke, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 13th April, and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 14th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 2nd April, 1903. 10125

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
-----	----------	------------	----------

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES "CANDIA" Noon, 3rd April } Freight only.  
 SHANGHAI and TAKU "SHANGHAI" About 8th April } Freight or Passage.  
 SHANGHAI "E. Spick, R.N." About 10th April } Freight or Passage.  
 LONDON &c. "C. D. Bennett" Noon, 11th April } See Special Advertisement.  
 SINGAPORE, COLOMBO and PEKIN "C. L. Daniel" About 12th April } Freight only.  
 BOMBAY "C. B. Longden, R.N."

For further Particulars, apply to E. A. HEWETT, Superintendent. 10121

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI."

Captain T. Austin, R.N.,

DAILY Departures from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Stowage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, apply to SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 25th February, 1903. 10149

## NORTHERN PACIFIC STEAMSHIP CO.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG,

## VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR

## VICTORIA, B.C. AND TACOMA,

## IN CONNECTION WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
----------	----------	-------	---------------

OLYMPIA J. Trubridge 2,537 April 9th  
 TACOMA A. Dixon 2,537 April 17th  
 SHAWMUT W. M. Smith 9,805 May 21st  
 PLEIADES F. G. Furlington 8,753 May 31st

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.



# OCEAN STEAM SHIP CO., LD.

## AND

# CHINA MUTUAL STEAM NAVIGATION CO., LD.

### JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"JASON"	On 5th April.	
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 6th April.	
GLASGOW AND LIVERPOOL	"KEEMUN"	On 16th April.	
GLASGOW AND LIVERPOOL	"PATROCLUS"	On 24th April.	
GLASGOW AND LIVERPOOL	"CALCULUS"	On 30th April.	
GLASGOW AND LIVERPOOL	"HYSON"	On 8th May.	

### OUTWARDS.

FOR	STEAMERS	TO	DATE
LONDON AND ANTWERP	"GLAUCUS"	On 14th April.	
LIVERPOOL VIA MARSSEILLE	"ANGUET"	On 18th April.	
LONDON	"DEUCALION"	On 28th April.	
MARSSEILLE, LONDON and	"JASON"	On 12th May.	
ANTWERP	"AGAMEMNON"	On 17th May.	
LIVERPOOL VIA GENOA	"TANTALUS"	On 21st May.	
MARSSEILLE and ANTWERP	"PATROCLUS"	On 24th May.	
LONDON	"HYSON"	On 31st May.	

### TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and	"KERMUN"	On 18th April.	
all PACIFIC COAST PORTS, VIA			
NAGASAKI, KOBE & YOKOHAMA			
The S.S. "CHINGWU" left Singapore on the 28th inst., p.m., and is due here on the 3rd April.			
The S.S. "JASON" left Singapore on the 1st inst., a.m., and is expected here on the 5th inst.			
The S.S. "AGAMEMNON" left Singapore at noon, on the 1st inst., and is expected here on the 6th inst.			

Hongkong, 3rd April, 1903.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"KANSU"	On 3rd April.	
MANILA	"CHINGTU"	On 4th April.	
PORT DARWIN, THURSDAY			
ISLAND COOKTOWN, CAIRNS,			
TOWNSVILLE, BRISBANE,			
SYDNEY & MELBOURNE			
SHANGHAI	"WOOSUNG"	On 8th April.	
SHANGHAI	"WHAMPOA"	On 8th April.	
KOBE and YOKOHAMA	"TSINAN"	On 28th April.	

Hongkong, 3rd April, 1903.

## HAMBURG-AMERIKA LINIE.

### NORDDEUTSCHER LLOYD.

#### OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OVENO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

### PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES	Freight & Passengers
IKONISBERG	HAVE and HAMBURG	On 12th April	Freight & Passengers
Samia	HAVE BREMEN and HAMBURG	On 21st April	Freight
SERBIA	HAVE and HAMBURG	On 5th May	Freight
SAXONIA	HAVE and HAMBURG	On 19th May	Freight
SEGOWIA	HAVE and HAMBURG	On 2nd June	Freight

181

## TOYO KISEN KAISHA

### MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctors and Stewards carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	N. Tate	3876	Saturday, 4th April, at 11 A.M.
"BOHILLA MARU"	E. P. Bishop	3869	Friday, 10th April, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.  
K. NAKASHIMA, Manager.  
Hongkong, 1st April, 1903.

## PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

STEAMSHIP	Tons	Captain	TO SAIL ON
"INDRAVELLI"	4383	W. E. Green	April 20, 1903
"INDRAPURA"	4383	A. B. Hallingworth	May 14, 1903
"INDRASAMHA"	5197	R. P. Green	June 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 31st March, 1903.

### NOTICES TO CONSIGNEES.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

### THE H.A.L. Steamship

"SAXONIA"  
Captain Bremer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon. To-day, the 30th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th April, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 30th March, 1903.

### OCEAN STEAMSHIP COMPANY, LIMITED.

### CONSIGNEES.

"M" are hereby notified that the Goods discharged into the Godowns of the Wharf and Godown Company, Limited, will be ready for delivery on the 31st inst. Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-day, the 31st March.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 7th April, at 3.30 A.M.

All Claims must reach us before the 12th April, or they will not be recognized.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.

Hongkong, 31st March, 1903.

### NOTICE TO CONSIGNEES.

THE Steamship  
OF THE "KIATSCHOE" LINIE,  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-day, the 31st March.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 7th April, at 3.30 A.M.

All Claims must reach us before the 12th April, or they will not be recognized.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.

Hongkong, 31st March, 1903.

### NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—  
ECLIPSE, British 4-m. barque, McBrayde—Standard Oil Co.

### A CURE FOR ASTHMA!!!

## GRIMAULT'S INDIAN CIGARETTES

Authentic people who suffer from Oppression in breathing, asthmatic sensations, Hoarseness, Laryngitis, Colds, with Wheezing, Bronchitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, sold by all Chemists.

### GRIMAULT'S Matico Capsules AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copals, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent and chronic cases.

GRIMAULT & Co., Paris, sold by all Chemists.

(182-5)

### EXCURSION TO MACAO.

ON 5TH APRIL, 1903 (PALM SUNDAY).

THE S.S. "WINGCHAI" will leave her usual Wharf (opposite the Central Market) for Macao at 9 A.M. sharp.

She will return from Macao at 9 P.M. sharp. Meals and Refreshments can be obtained on board ship.

Tickets \$2 (return), obtainable on Board. Hongkong, 1st April, 1903.

NOW ON SALE.

### THE CURRENCY QUESTION.

A FULL REPORT

MEETING OF THE MEMBERS

OF THE

CHAMBER OF COMMERCE

regarding the above question has been published as a SPECIAL SUPPLEMENT to the "HONGKONG WEEKLY PRESS."

Copies of the Supplement may be obtained price 10 Cents per Copy Cash, or \$1 a dozen.

Hongkong, 19th February, 1903.

NOW ON SALE.

### DIRECTORY OF PROTESTANT MISSIONARIES

IN CHINA, JAPAN AND COREA

FOR 1903.

WITH ALPHABETICAL LIST.

88 PAGES, BOUND IN CLOTH AND LETTERED, \$1.

PAPER COVER, 60 Cents.

On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS,

Shanghai;

Mr. EDWARD EVANS, Missionary Home,

Shanghai;

Messrs. KELLY & WALSH, LD., Hongkong;

Shanghai and Yokohama;

Messrs. W. BAEWEE & CO., Hongkong and Shanghai;

YUN CHONG BOOK STORE, Swatow;

Messrs. A. S. WATSON & CO., Amoy;

Messrs. A. S. WATSON & CO., Foochow;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

Messrs. H. BLOW & CO., Tientsin;

## THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

### HONGKONG EXCHANGE.

### OPEN DAY AND NIGHT.

### SUBSCRIPTIONS—

### EXCHANGE LINES.

\$160 Per Annum.

### PRIVATE LINES

by arrangement.

### NO CHARGE FOR INSTALLATION

N.B.—A special charge is made for lines as more than average length.

### ELECTRIC SUPPLIES OF EVERY

### DESCRIPTION IN STOCK.

Including:—

BATTERIES, CHEMICALS,

ELECTRIC BELLS, INSULATORS,

LIGHTNING CONDUCTORS, SWITCHES,

TELEPHONES, WIRES, &c., &c.

### PRICE LISTS

ON APPLICATION.

### ELECTRIC BELL INSTALLATION

### ERECTED AND KEPT IN ORDER

Estimates given for all kinds of Electrical work

Trained Mechanics sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., Apply to—

W. STUART HARRISON, A.M. Inst. C.E. Manager.

Note Address:—No. 2, ICE HOUSE ROAD.

Hongkong, 18th January, 1898.

### HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Hongkong.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,101 h.p., Comdr. Rowland Nugent, at Hongkong.

Amphitrite, 18 class cruiser, 11,000 tons, 15,000 h.p., Capt. Charles Windham, C.V.O., on Japan.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Hongkong.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Hongkong.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. F. M. Leake, at Hongkong.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, at Hongkong.

Cressy, cruiser, 12,000 tons, 16 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei.

Edipus, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Hongkong.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Shanghai.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 4,500 h.p., in reserve.

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.

Gloria, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Hongkong.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G., at Weihaiwei.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. H. L. Wells, at Hongkong.

Hare, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hammer, storeship, 1,640 tons, Comdr. John D. Daintree, at Hongkong.

Janus, torpedo-boat destroyer, 220 tons, 6 guns, 3,000 h.p., Lieut.-Comdr. Cyril Asker, at Hongkong.

Kinsha, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on Yangtze.

Moonbeam, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Mutine, sloop, 930 tons, 10 guns, Comdr. J. W.



